"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Fair, followed by showers; southerly winds.

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VOL. XLVII...NO. 15,129. NEW YORK, THURSDAY, JULY 7, 1898.—TWELVE PAGES. PRICE THREE CENTS.

THE NEWS CONDENSED.

Stock market dull and irregular.

Cash wheat, No. 2 red, 92c; cash corn, No. 2 mixed, 38⅝c; cash cotton, 6¼c.

CONGRESS.—The Senate yesterday passed the Hawaiian resolution which Mr. Newlands of Nebraska introduced in the House in June. The House agreed to the Pacific Railroads amendment to the General Deficiency bill, and adopted a number of unimportant resolutions.—Page 7.

FOREIGN.—Dr. Cornelius Herz of Panama Canal scandal notoriety in France died at Bournemouth, Eng., where he lived as a refugee from French law. The fourteenth international conference of the Young Men's Christian Association of the World met in Basil, Switzerland, many Americans taking part in the proceedings. President Zelaya of Nicaragua fired an artillery salute in honor of Independence Day. Three persons were killed and six injured by an explosion on board the steamer Manitoba from New York, lying at her pier in London. A London Times dispatch from Montevideo says the ringleaders of the recent revolt have been deported to Buenos Ayres.—Pages 6 and 7.

Page 4.

The United States auxiliary cruiser Yankee arrived in port from Key West, from where she sailed on Sunday. There is no yellow fever on board, as reported.

Cheered by hundreds, the auxiliary cruiser St. Paul sailed for Santiago from the American Line pier with a big cargo and many passengers on board. Among the passengers were Gens. Ames and Henry and their staffs, and the officers and men of the Eighth Ohio Regiment. The St. Paul will be at Santiago this week.

Page 5.

The First New York Red Cross Ambulance Equipment Society issued an address to the public, showing the work already accomplished and setting forth what is intended to be done in the future. Funds are needed.

At the Brighton Beach Racing Association meeting Ornament won the Brighton Handicap in good style, defeating Tillo, George Keene, and Semper Ego. Many horses were withdrawn from the races at the last minute.

Page 7.

At the testimonial war concert in Carnegie Hall, under the auspices of the Soldiers and Sailors' Families' Protective Association, Gen. Stewart L. Woodford presided and Hon. W. Bourke Cockran spoke on "The American Soldier." Gen. Woodford declared that the duty of the hour was to press the war vigorously to a close. The hall was crowded.

Page 9.

The property and franchises of the Suburban Traction Company at Orange, N. J., were sold at auction to the Orange and Passaic Valley Company.

Page 12.

Several millions of the new revenue stamps were sold yesterday in this city. New tax questions were raised and some decided.

Four hundred and forty-six mothers, sick babies, and children were taken on a day's outing in the Floating Hospital of St. John's Guild.

Fire Commissioner Scannell rejected three bids for fire engines, the figures being the same. He said he did not propose to see the city beaten by a combination.

W. F. Doll, who was arrested for riding a bicycle on the Speedway, will make a test case. Lawson N. Fuller and other horsemen object to wheelmen on the thoroughfare.

Arrivals at Hotels and Out-of-Town Buyers.—Page 4.
Marine Intelligence and Foreign Mails.—Page 8.
Business Troubles.—Page 9.
Insurance Notes.—Page 12.
Yesterday's Fires.—Page 5.
Court Calendars.—Page 9.
United Service.—Page 5.
Real Estate.—Page 10.
Legal Notes.—Page 12.
Markets.—Page 9.
Railroads.—Page 9.

SENOR SILVELA HOOTED.

LONDON, July 7.—The Madrid correspondent of The Daily Chronicle says:

"Trouble is brewing. The excitement here is great. I myself saw Señor Silvela hooted a little while ago. He took refuge in the Hotel Roma, from which he drove home in a cab."

SPANISH FOURS DROP.

Declines a Result of the Intention to Continue the War.

LONDON, July 6.—Spanish fours opened at 33⅜ and declined to 33. Yesterday's closing price was 33⅛. They closed at 33.

PARIS, July 6.—Spanish fours opened at 32.85 ex interest. Yesterday's closing price was 34.47½. They closed at 32.90.

Business was dull on the Bourse to-day, owing to heavy realizations. Spanish fours were principally weak, due to the announced intention of the Spaniards to continue the war. Copper shares were higher.

MADRID, July 6.—Spanish 4s closed today at 56.80. Gold was quoted at 85.

Help for Cuba and Puerto Rico.

LONDON, July 7.—The Madrid correspondent of The Standard says: "Both Government and people seem to face the difficulties with calmness. Anxiety is chiefly felt at the prospect of a more severe blockade of Cuba and Puerto Rico. Fresh attempts will be made to send provisions and war stores by fast steamers."

Rejected Volunteer Kills Himself.

The police of the Alexander Station were notified last night by the Hoboken police that Valentine Wenz, thirty years of age, of 639 East One Hundred and Thirty-fourth Street, this city, had shot and killed himself in a saloon in Hoboken. Wenz, it is said, was a member of the Seventy-first Regiment, and had been despondent ever since he was rejected on examination to go to the front.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

An area of high pressure, central on the New England Coast, covers the districts east of the Mississippi River. The pressure is generally low in the Rocky Mountain district. The barometer has risen on the Rocky Mountain plateau.

The temperature is higher in the lake regions and lower in the Missouri Valley. Showers and thunderstorms have occurred in the Middle and South Atlantic States, also in the Missouri Valley. Showers are indicated for the South Atlantic and Middle Atlantic States and near the North Atlantic Coasts. Showers will probably occur in the Upper Mississippi Valley.

The temperature will rise slowly in the Atlantic States and New England.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW YORK TIMES's thermometer and from the thermometer of the Weather Bureau, is as follows:

	Weather Bureau. 1897.	1898.	TIMES. 1898.
3 A. M.	70	68	71
6 A. M.	69	66	72
9 A. M.	78	70	76
12 M.	85	71	78
3 P. M.	85	68	76
6 P. M.	81	66	71
9 P. M.	76	65	69
12 P. M.	72	64	68

THE TIMES's thermometer is 6 feet above the street level; that of the Weather Bureau is 235 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	72½
Weather Bureau	69
Corresponding date 1897	78
Corresponding date for last 20 years	73

The maximum temperature yesterday was [illegible] A. M., the minimum [illegible]

CRUISER REINA MERCEDES SUNK

Cervera's Last Ship Destroyed at Entrance of Santiago Harbor.

DRIFTED OUT AT MIDNIGHT

She Was Seen at Once and the Guns of Fleet Riddled Her.

Six-Inch Shell from the Shore Batteries Exploded on Board the Indiana, but No One Was Injured.

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HEADQUARTERS OF GENERAL SHAFTER, July 5.—The destruction of the Spanish cruiser Reina Mercedes last night accounts for the last ship of Admiral Cervera's once splendid squadron.

She lies to-day in plain view, her bow resting on the base of the beach under El Morro. Part of the hull is above water, and her masts and two stacks are entirely out of water.

It is not yet known whether she attempted to escape from the harbor, or whether the Spaniards tried to sink her near the hull of the Merrimac and thus block the entrance, to prevent the Americans from getting in.

Her sinking was most dramatic. Just after midnight she was seen drifting slowly out of the narrow entrance by one of the American scouts. In a moment the fleet was ablaze with signals, and, almost instantly, an awful hail of shells was hammering down upon her.

It is not known whether she returned the fire, but the shore batteries opened, and one six-inch shell fell on the Indiana's forward deck, exploding below.

The explosion occurred in the men's sleeping rooms, but all were at quarters and none was hurt.

No other American ship was hit during the engagement, or incident, which lasted only a few minutes.

THE ALFONSO XII. DESTROYED.

Spanish Cruiser Shot to Pieces While Trying to Run the Havana Blockade.

WASHINGTON, July 6.—Secretary Long has received word through Gen. Greely, Chief Signal Officer, that the Alfonso XII. has been destroyed while trying to run the Havana blockade. Gen. Greely had received a cipher message stating briefly that the Spanish ship had been overhauled near Mariel, while trying to get through the blockade, and was a total loss as a result of the fire upon her.

Both the Secretary and Gen. Greely regarded the report as authentic, but there was a desire to get more details, as this has been something of a spectral ship.

The cruiser Alfonso XII. was built at Ferrol in 1887. She was 278 feet 10 inches in length, 42 feet 7 inches beam, with a displacement of 3,090 tons, 4,800 indicated horse power, and could steam 17.5 knots an hour. Her armament consisted of six 2.2-inch Hontoria, two 2.7-inch, six 6-pounder, quick-firing, four 3-pounder, and five Maxim guns.

INCIDENTS OF SUNDAY'S FIGHT.

Terrible Scenes on the Burning Spanish Ships—Our Marines Stopped Atrocities by Cubans.

Special Copyright Cable to The Chicago News.

OFF SANTIAGO, VIA PORT ANTONIO, July 6.—After the destruction of their squadron off Santiago the Spanish sailors who swam from the burning ships were met on the beach by Cubans, who shot or mutilated them. The excited sailors turned toward the advancing boats, terrified and pleading for mercy from the Americans.

Lieut. Commander Wainwright of the Gloucester saw a Cuban shoot at an insensible Spaniard lashed to a floating spar, and fired a blank shell toward the insurgent. Capt. Evans sent his marines ashore to guard against atrocities and to rescue the Spaniards.

What an Officer Saw on the Vizcaya.

One of the officers who went to the Vizcaya said:

"The American shells had torn holes through her twelve-inch Harveyized stern armor plates. Through them I could see naked men roasting in the shell. Her guns had been left shotted and were exploding from the heat, but we took care and got alongside.

"Her decks and sides were red-hot. Two men, stark naked, were climbing down a davit tackle, and as the ship rolled they would swing against her scorching sides, and out and back again. I took 110 men off the Vizcaya, all without clothes. One swam toward me.

"'Are you an officer?' I asked.

"'No,' he answered, 'only a mournful soldier.'"

On the Oquendo and Colon the officers and men took pains to dress as for parade. While their vessel was sinking they put on their best, broke into the stores, and filled their pockets with pies and cakes. Aboard the Colon the men who surrendered were crying "Viva Americanos." Some of the sailors were so drunk that they had to be hoisted in a sling. The Spanish Chaplains, Surgeons, and officers would not assist in caring for their own wounded, but appeared to be taking things contentedly.

Cervera sat on the quarter deck of the Iowa, calm and placid, wearing an American sailor's dirty white hat.

The Spanish officers say it is of no use for Spain to continue the war.

Our Fire Blinded Them.

The third officer of the Maria Teresa, who with his men is on the Harvard, says the Spanish ships were overwhelmed by the intensity of the American fire. "We could not breathe," he said, "and were blinded by the bombardment. We knew from the first we had no chances of escaping. [illegible] decks, and then shot himself. The sailors were in such a hurry to surrender that they waved a tablecloth from the forecastle.

The Vizcaya hauled down her flag just in time to save the remainder of her crew. The Ericsson was racing swiftly up to her, and was preparing to send out a torpedo when a Quartermaster, looking through the smoke, shouted to Capt. Usher: "Too late, the flag's down!"

SUNKEN SHIPS MAY BE RAISED.

Wrecking Steamers to Try to Save the Cristobal Colon and Others for Our Navy.

HEADQUARTERS OF GEN. SHAFTER, July 5.—Several hours after the Colon went ashore head on she floated off and was beginning to sink. The New York then rammed her several times, using fenders, and pushed her up on the beach without injury to either vessel. It is hoped she will be saved to become part of the United States Navy.

WASHINGTON, July 6.—The Navy Department is already making arrangements to recover as much of the valuable Spanish fleet as can be saved. To-day an agreement was closed with the Merritt & Chapman Wrecking Company to undertake the salvage of as much property as possible from the wrecks. The company's wrecking steamer I. J. Merritt left New York yesterday for Newport News, Va., where she will take on coal and needed supplies, and proceed directly to Santiago. Two large wrecking vessels left Norfolk for Cuba to-day.

Secretary Long is quite hopeful that one or more of the Spanish ships can be saved. Assistant Secretary Allen shares in this belief, and thinks that the Cristobal Colon can be got off the rocks as an entirety, and that the hull, upper works, and guns can be made available. She was the best armored cruiser in the Spanish Navy, and if she can be floated and repaired will make a valuable acquisition to the American Navy. Mr. Allen is hopeful also that the Vizcaya and Oquendo can be saved in part. Information has reached the department that the hulls are not badly damaged.

The news which has reached here through the press, however, that a violent tropical cyclone is raging on the south Cuban coast causes the technical officers of the department to fear that the Spanish ships will be entirely destroyed before the wreckers can get to work on them, as their thin hull plates would be quickly torn to pieces on the rocky shore in a pounding surf.

The contract with the Merritt Wrecking Company is by the day, and may be cancelled at any time if the Government finds the salvage is not progressing satisfactorily.

SPANISH PRISONERS MUTINY.

Six Killed and Fifteen Wounded in an Attempt to Overpower the Guards on the Harvard.

HEADQUARTERS OF GEN. SHAFTER, July 5.—About fifty of the 400 Spanish prisoners on the auxiliary cruiser Harvard attempted to escape last night.

In some way a number of them secured guns and made a wild dash for liberty from the steerage, where they were confined.

Their rush was met by the deadly bullets of the guards, and six were killed and fifteen wounded. The firing ended the mutiny.

No American was hurt.

DISPOSAL OF FLEET'S PRISONERS.

Sailors to be Brought to Portsmouth, N. H., and Officers to Boston.

WASHINGTON, July 6.—Sampson has been directed to send his prisoners to the United States. Possibly the Harvard will bring some of them. The St. Louis is filled with the wounded soldiers and cannot be used to convey the Spanish sailors.

The enlisted men and non-commissioned officers among the prisoners will be sent to Portsmouth, N. H., where they will be confined on Seavy's Island, in the harbor. Orders for the immediate preparation of that place for the reception of the prisoners are going forward.

The commissioned officers, from Admiral Cervera himself down to the Ensigns, will be sent to Fort Warren, Boston Harbor, where they will be turned over to the army for safe keeping.

PORTSMOUTH, N. H., July 6.—A. W. Crowninshield, Chief of the Bureau of Navigation, with a corps of assistants, to-day made arrangements for taking care of the Spanish prisoners captured by Admiral Sampson at Santiago de Cuba, who will be brought here. The prisoners will be quartered in eight temporary buildings on Seavy's Island. It is expected that they will arrive on transports within ten days.

The Pope Is Dejected.

LONDON, July 6.—A special dispatch from Rome says the Pope is profoundly dejected at the fresh disaster to Spain.

The dispatch adds that several Cardinals strongly urge his Holiness to make another attempt to arrange peace between Spain and the United States; but the Pontiff declares the failure of his first intervention was so complete that he cannot reinitiate the movement.

Russian Papers Want Peace.

ST. PETERSBURG, July 6.—The Russian newspapers counsel the United States and Spain to "cease this terrible war." They declare that diplomatic intervention has become necessary. The Novosti says:

"In view of her close relations with the United States, Great Britain might, without departing from her neutrality, offer her mediation to President McKinley."

CABINET CRISIS IN SPAIN.

MADRID, July 6, midnight.—The Cabinet was in session to-night, and its resignation may be regarded as threatened.

The sequel probably will be a military Cabinet, under Marshal Martinez Campos.

There also most likely will be a suspension of the constitutional guarantees.

The Ministers on issuing from the council were very reserved. They said the Government had no further news from Santiago, but had only received a dispatch from Gen. Blanco asking for money.

Capt. Aunon denied the report that Admiral Camara would be ordered to return to Spain.

Regarding the statements that Gen. Weyler was organizing a demonstration, Capt. Aunon said: "If this be true, the Captain General of Madrid will attend to the matter."

BLAME FOR BERMEJO.

LONDON, July 7.—The Madrid correspondent of The Daily News says:

"The Ministers fear the effect of the latest disaster upon the garrisons in Havana and San Juan de Puerto Rico. The whole story of Admiral Cervera's squadron, from first to last, is one of unreadiness, indecision, and bungling. Señor Sagasta and Capt. Aunon, Minister of Marine, throw the whole blame upon Admiral Bermejo, former Minister of Marine. Señor Sagasta gave Bermejo a free hand, and he is to blame for Admiral Cervera's leaving the Canaries, to be wafted by a favorable wind across the Atlantic.

"Admiral Cervera went reluctantly, and under protest. When Capt. Aunon entered office things had gone too far to be righted. Coal was scant, and ammunition just sufficient for gun practice, while the gunners were untrained.

"Admiral Bermejo sent the squadron across the Atlantic at Gen. Blanco's suggestion. Señor Sagasta seems to have thought from an early date that Bermejo made a great mistake, and the Government got rid of the Admiral."

WILL SPAIN ASK FOR PEACE?

Reported She Has Appointed Ministers to Make a Proposition to This Country.

LONDON, July 7.—The Madrid correspondent of The Daily Mail says:

"There are persistent rumors here that Duke Almodovar de Rio, Foreign Minister, and Señor Cabano, the Minister of Public Instruction and Public Works, have received full power to propose a suspension of hostilities as a preliminary peace negotiation. The Ministers neither affirm nor deny the rumor.

"Spain, it is alleged, is prepared for peace on the basis of the independence of Cuba and the Philippines, the United States occupying Puerto Rico until the war indemnity is paid.

"Lieut. Gen. Correa, Minister of War, says everything depends upon the course of events at Santiago."

The Madrid correspondent of The Daily Telegraph sends a dispatch to his paper this morning, saying, "I am informed that peace will be demanded to-day."

NO PROPOSITION YET MADE.

WASHINGTON, July 6.—Up to this moment no overtures for peace have come to the Government of the United States from any European nation. The same statement applies to the Pope.

Inquiry at the British, French, German, and other embassies and legations shows that no peace movement is on foot among the great powers of Europe, so far as has been disclosed to the representatives of these powers here. It is the general impression in diplomatic quarters that the annihilation of Admiral Cervera's fleet makes a peace movement opportune, and it is expected that Spain herself will taken the initiative.

When asked how Spain could conduct direct negotiations for peace, one of the best-informed diplomatic representatives said that it might be done through the Pope, as this might excite less irritation than an overture from a power which had a military and naval establishment behind it. There is no intimation, however, that Spain has taken this step, through the Pope or otherwise.

SPANISH PEOPLE ENRAGED.

Great Excitement Prevails Since the Report of Cervera's Fate Was Made Known at Madrid.

MADRID, July 5, via the frontier, July 6.—The enthusiasm aroused by the misleading dispatches of the Spanish Government from Cuba is changed to-day into the wailings of the families of the victims and lamentations over the national disaster. The Ministers are crestfallen and are still concealing the worst.

The utmost extremity of despair, of rage, and recrimination prevails among the population, and the authorities are adopting strong precautions, fearing popular outbursts. Marshal Martinez Campos has been foremost in the endeavors to prevent disturbances.

A Government crisis is imminent and it is regarded as probable that Señor Silvela or Marshal Martinez Campos will succeed Señor Sagasta as Premier and propose peace in order to prevent the Americans from bombarding the peninsula and ruining Spain. The Palace is strongly guarded and the Queen Regent, who is described as being inconsolable, and who did not leave her room yesterday, is receiving the sympathy of the sensible portion of the population; but there is no disguising the fact that grave forebodings are heard as to the future of Spain.

The tone of the general public can be summed up in the remark frequently heard: "God alone knows what will happen."

Señor Silvela, the Conservative leader, declares the present situation is more favorable to peace than to war. But, he adds, the Government alone can judge of what ought to be done under the present circumstances, and he will support the Government in any determination it may reach.

The Republicans say the country is unable to withstand such misfortunes, and that the time has come for a general settlement. The Military Party favors a continuance of the war. Military men say they think Spain could never have expected naval victory, and that so long as she does not meet with disaster ashore she ought not to sue for peace.

The Carlists are anxious for the war to continue.

The Government views are believed to differ. Señor Sagasta, the Premier, says he is awaiting details of recent events from official Spanish sources, adding that he will see the effect which the loss of the Spanish squadron has upon Spain before deciding upon his course. The Spanish Government's decision to continue the war is published, and it is added that the Americans need 600,000 men to continue the operations in Cuba, it being alleged here that the co-operation of the insurgents is practically nothing.

The authorities kept the disaster to Admiral Cervera's squadron a secret as long as possible, and even suppressed the extra editions of the newspapers giving the facts. The official confirmation, therefore, caused a tremendous impression, particularly in naval and military circles, where the Government is accused of ordering Admiral Cervera to make a sortie, despite the known opposition of several naval experts.

The troops are confined to barracks, as disorders are feared, but up to this hour there have been no disturbances in Madrid or in the provinces. Senor Gamazo, Minister of Public Instruction and Public Works, had a long audience with the Queen Regent this afternoon, and subsequently conferred with Duke Almodovar de Rio, the Foreign Minister. These interviews have caused much comment. The Queen Regent has signed a decree promoting Col. Ordonez and Col. Escario to the rank of General.

The Government will transmit to the powers the protest of the Cuban Colonial Chambers against the American invasion of Cuba, which the protest describes as "a brutal attempt to seize territory."

Dining Cars a la Carte.
On the Chicago vestibule limited train, Lehigh Valley R. R., leaving foot of Cortlandt, Desbrosses, and West Twenty-third Sts. daily at 5 P. M.—Adv.

A DAY OF THANKSGIVING

President McKinley Asks the People to Praise God for the Success of Our Arms.

AND OFFER PRAYER FOR PEACE

He Fixes the Next Assembling for Divine Worship for the Observance in All the Churches of the Land.

WASHINGTON, July 6.—President McKinley at 11:40 to-night issued the following proclamation to the American people:

"To the People of the United States of America:

"At this time, when to the yet fresh remembrance of the unprecedented success which attended the operations of the United States fleet in the Bay of Manila on the 1st day of May last, are added the tidings of the no less glorious achievements of the naval and military arms of our beloved country at Santiago de Cuba, it is fitting that we should pause, and, staying the feeling of exultation that too naturally attends great deeds wrought by our countrymen in our country's cause, should reverently bow before the throne of Divine Grace and give devout praise to God, who holdeth the nations in the hollow of His hands and worketh upon them the marvels of His high will, and who has thus far vouchsafed to us the light of His face and led our brave soldiers and seamen to victory.

"I therefore ask the people of the United States upon next assembling for Divine worship in their respective places of meeting, to offer thanksgiving to Almighty God, who, in His inscrutable ways, now leading our hosts upon the waters to unscathed triumph, now guiding them in a strange land through the dread shadows of death to success, even though at a fearful cost, now bearing them without accident or loss to far distant climes, has watched over our cause and brought nearer the success of the right and the attainment of just and honorable peace.

"With the Nation's thanks let there be mingled the Nation's prayers that our gallant sons may be shielded from harm alike on the battlefield and in the clash of fleets, and be spared the scourge of suffering and disease while they are striving to uphold their country's honor; and withal let the Nation's heart be stilled with holy awe at the thought of the noble men who have perished as heroes die, and be filled with compassionate sympathy for all those who suffer bereavement or endure sickness, wounds, and bonds by reason of the awful struggle.

"And, above all, let us pray with earnest fervor that He, the Dispenser of all good, may speedily remove from us the untold afflictions of war and bring to our dear land the blessings of restored peace and to all the domain now ravaged by the cruel strife the priceless boon of security and tranquillity. "WILLIAM McKINLEY.

"Executive Mansion, Washington, July 6, 1898."

HOBSON PROBABLY FREE.

Gen. Shafter Receives a Letter from the Spaniards Agreeing to Exchange Him.

WASHINGTON, July 6.—The War Department posts the following from Gen. Shafter:

Camp Near Santiago, July 5.

Adjutant General, Washington:

I am just in receipt of a letter from Gen. Soul (probably Toral) agreeing to exchange Hobson and men here, to make exchange in the morning. Yesterday he refused my proposition of exchange.

SHAFTER, Major General.

During the morning President McKinley was notified of the assent of the Spanish authorities to an exchange of Lieut. Hobson, the hero of the Merrimac, and his crew. Adjt. Gen. Corbin, soon after receiving the official announcement from Gen. Shafter, which in effect reported a refusal yesterday and an agreement to-day to effect an exchange, communicated the facts to the President. It was most welcome tidings for the President, who has felt keen anxiety over the safety of the Merrimac heroes. He took occasion to express his relief to several of those who conferred with him, stating his profound gratification that Hobson and his men would soon be released and returned to their country in safety.

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HEADQUARTERS OF GEN. KENT'S DIVISION, July 5.—Gen. Kent, whose division faces the hospital and barracks of Santiago de Cuba, has been notified by the enemy that Assistant Naval Constructor Hobson and his companions of the Merrimac, are confined in the extreme northern building, over which two white flags are flying.

During the diplomatic conference yesterday Hobson and his fellow-prisoners could be seen through glasses from Gen. Kent's headquarters, looking out of the windows.

BLOW AT "WILDCAT" MINES.

Montana Court Assesses Damages on Holders of Unpaid Stock.

HELENA, Mont., July 6.—The Supreme Court to-day rendered a decision in the Fourth of July mining case. Charles Kelly, injured in 1891, sued and got a judgment for $15,000, but could not recover. The jury found the mine worth $150,000, but capitalized for $7,500,000. The plaintiff contended that the individual shareholders were responsible for the unpaid stock.

In a word the decision of the court is that the individual holders of unpaid stock, in a mining as well as any other company, are liable to the creditors of the company. Stock is held to be unpaid when the property exchanged for it has little value in comparison with the amount of stock issued against it.

The decision will prove a deadly blow to "wild cat" operators in this State, and its influence will be of the most wholesome character. In the promotion of these mining stock schemes it is invariably sought to secure the connection with them of men who may be well known in the community or the State for the influence of their names.

Unless this is done the enterprise does not move along with éclat, nor do shares sell so readily. Under the interpretation by the Court of the Constitution and laws affecting corporations, men of influence, who are at the same time financially responsible, will be slow to become stockholders in corporations that are not of the legitimate kind, having assets somewhere within reach of its capitalization.

Chautauqua Excursion.
$10.00 round trip, via Erie Railroad, July 8. Tickets good until Aug. 8.—Adv.

ST. LOUIS IN A BATTLE.

Reported She Fought the Torpedo Boat Destroyer Terror and Killed Six Men.

CAPE HAITIEN, July 6.—The announcement is made here that a dispatch from San Juan de Puerto Rico, carried to St. Thomas by a carrier pigeon, asserts that to-day the United States auxiliary cruiser St. Louis had an engagement with the Spanish torpedo boat destroyer Terror and killed the engineer and five men.

CAMARA HALTED AGAIN.

Report at Gibraltar that He Has Been Ordered Home with His Squadron.

LONDON, July 7.—The Gibraltar correspondent of The Daily News says:

"Admiral Camara has been ordered to return to Spain immediately to protect the coast, in view of the American threats.

"The Spanish attempts to place batteries in position to seal the Straits of Gibraltar are an illusion, as Ceuta possesses only four modern guns."

SUEZ, July 6.—The Spanish fleet, commanded by Admiral Camara, has arrived here and has been notified by the officials of the Egyptian Government that it must leave this port within twenty-four hours. The Government has also notified Admiral Camara that he will not be allowed to coal here.

ISMAILIA, Egypt, July 6.—The machinery of the Spanish battleship Pelayo is out of order and she has been compelled to stop here since early morning.

Ismailia is a town of Egypt on Lake Timsah, on the Suez and Sweetwater Canals, equi-distant from the Red Sea and the Mediterranean Sea. It was the headquarters of the Suez Canal Company during the construction of the canal and is connected by railroad with Suez and Cairo.

WATSON TO GO AFTER CAMARA.

WASHINGTON, July 6.—Without saying anything about it, the Navy Department is going ahead with the preparation of the Eastern Squadron, which it announced a week ago would be sent to the coast of Spain "immediately." High officials of the department say that no change has been made in the plans for the expedition.

There is ground for the conclusion, however, that its general purpose has been altered so as to make it a case of Admiral Camara's fleet rather than an attack on the coast of Spain.

When the expedition was first decided on the Administration did not believe that Admiral Camara would go through the Suez Canal. Now that it is impossible to say what he will do it is believed Commodore Watson's orders have been changed, so as to send him after the Spanish fleet wherever it may go.

The feeling is strong in naval circles that either Watson or Dewey is destined to catch and destroy this third Spanish fleet as the Asiatic and Cape Verde fleets have been destroyed, leaving Spain with practically no ships upon the seas.

PHILIPPINE REBELS WIN.

They Capture Santa Cruz and Enter Tondo, Their Shots Falling Into Binondo—Gen. Monet Blamed.

MANILA, June 30, via Hongkong, July 6.—The insurgents have captured Santa Cruz, and have entered Tondo, the shots falling into Binondo.

At Malabon they have court-martialed the Mayor for having caused fifteen natives to be executed while the Spaniards were in control there.

There is general indignation at Gen. Monet's desertion of his post on such feeble pretext. One officer proposes to dress him in petticoats or to tar and feather him.

The Spaniards have recaptured Calcocan.

NEXT MANILA EXPEDITION.

WASHINGTON, July 6.—Preparations for the fourth expedition to the Philippines are under way at the War Department. It was scheduled to leave some time between the 6th and the 10th of July, but it is now realized that this is impracticable, unless a much smaller array of transports is started than was at first contemplated. Approximately 12,000 men yet remain at San Francisco awaiting transportation, and a large number of ships will be necessary to take them. The nucleus of a fleet is being gathered, however, and to-day it was stated that the Peru, City of Pueblo and the Titania would in all probability be utilized in the forthcoming expedition.

New York Troops Off for Manila.

The First Regiment, New York Volunteers, will leave this morning for Manila. The companies that are at Forts Hamilton and Wadsworth will leave on boats that will be sent for them at 9 o'clock, and the two companies at Governors Island will be taken away at 10 o'clock. They will be taken on a special train that will leave the Erie Railroad Station at Jersey City at 2:15 o'clock. Col. Barber says the regiment will go right through to San Francisco, and that there will be no stops for ovations.

ADMIRAL DEWEY'S THANKS.

Expresses Appreciation for the Message of the Engineers' Club.

Admiral Dewey has, through his flag officer, expressed his appreciation of the congratulatory telegram sent him by the Engineers' Club of this city. In the following letter which has been received by the Secretary of the club at 374 Fifth Avenue:

Flagship Olympia, May 24, 1898.

Sir: Admiral Dewey wishes me to express to the Engineers' Club of New York his high appreciation of the action of the club in cabling congratulation to himself and to the members of the engineer corps attached to this squadron upon the naval victory of May 1.

The telegram was read on the quarterdeck of all vessels of the squadron with all hands at muster.

Such prompt appreciation of services rendered to the country is a great incentive to continued effort. Very sincerely,

T. M. BRUMBY, Flag Lieutenant.

Maryland Sword for Schley.

CUMBERLAND, July 6.—Gov. Lowndes said to-night that the State of Maryland would at once present her native son, Commodore Winfield Scott Schley, with a suitable sword in recognition of his great achievement in the capture of Cervera and the destruction of his fleet.

Chautauqua Excursion.
$10.00 round trip, via D., L. & W. R. R. July 8. Tickets good until Aug. 8.—Adv.

LA BOURGOGNE SINKS AT SEA

Five Hundred and Sixty-two Persons Lost with Her.

WRECK OFF ISLAND SABLE

French Liner Collides with British Ship Cromartyshire.

IN HEAVY FOG AT DAWN

Out of 725 Passengers and Crew Only 163 Saved.

FIERCE FIGHT FOR LIFE

It Is Charged by Survivors that the Crew Beat Passengers from Lifeboats—Horrible Details of the Disaster.

HALIFAX, July 6.—La Bourgogne, one of the passenger steamships of the Compagnie Générale Transatlantique, was sunk after a collision with the British ship Cromartyshire in a dense fog sixty miles south of Sable Island at 5 o'clock on the morning of July 4.

The British iron ship Cromartyshire was towed in here this morning by the Allan Liner Grecian, with her bow torn away by the collision south of Sable Island with the French steamer, which went down ten minutes later. Of the 725 passengers and crew on board, only 163 were saved.

One woman was saved by her husband.

The Captain and other officers went down with the ship, except the purser and three engineers.

The Cromartyshire laid to and picked up the 163 passengers and seamen who were rescued, transporting them to the Grecian, which came along at that hour.

The log of the Cromartyshire, signed by Capt. Henderson, is as follows:

"On July 4, at 5 A. M., dense fog; position of ship sixty miles south of Sable Island; ship by wind on the port tack heading about W. N. W., though under reduced canvas going about four or five knots per hour. Our fog horn was being kept going regularly every minute. At that time I heard a steamer's whistle on our weather side or port beam, which seeemed to be nearing very fast. We blew horn and were answered by steamer's whistle, when all of a sudden she loomed through the fog on our port bow and crashed into us going at a terrific speed.

"Our foretopmast and maintopgallantmast came down, bringing with it yards and everything attached. I immediately ordered the boats out and went to examine the damage. I found that our bows were completely cut off and the plates twisted into every conceivable shape. The other ship disappeared through the fog. However, our ship was floating on her collision bulkhead, so there seemed no immediate danger of her sinking. We set to work immediately to clear the wreckage, and also to ship our starboard anchor, which was hanging over the starboard bow and in danger of punching holes in the bow. We heard a steamer blowing her whistle on coming back and we answered with our fog horn. The steamer then threw up a rocket and fired a shot. We also threw up some rockets and fired several shots, but we neither saw nor heard anything more of the steamer.

"Shortly after or about 5:30 A. M. the fog lifted somewhat and we saw two boats pulling toward us with the French flag flying. We signalled them to come alongside, and found that the steamer was La Bourgogne, from New York for Havre, and that she had gone down. We ladi to all day, and received on board about 200 survivors from among the passengers and crew, reported to be in all about 600. Several of the passengers were on life rafts without oars, and I called for volunteers from among my crew and the surviving French seamen to bring those rafts alongside of the ship. Some of the passengers and seamen from the sunken steamer assisted us, and we jettisoned some thirty tons of cargo from our forehold in order to lighten the ship. At about 3 P. M. another steamer hove in sight, bound westward. We put up our signal "H. C.," want assistance. Shortly after a steamer bore down toward us. She proved to be the Grecian, bound from Glasgow to New York.

"The Captain of the Grecian agreed to take the passengers on board, and also agreed to tow my ship to Halifax. Owing to the condition of my ship, I accepted the offer, and we proceeded at once to tranship the passengers and get ready our towline. At 6 P. M. we had made a connection and proceeded, in tow of the Grecian, toward Halifax, having put a sail over the broken bow to take part of the strain off the collision bulkhead. There was at that time fourteen feet of water in the forepeak."

Mrs. Henderson's Thrilling Story.

Mrs. Henderson, wife of the Captain, was on board the Cromartyshire with her two children. She tells a thrilling tale of the terrible experience.

The weather was foggy and she had risen from her bunk at an early hour, as was her custom when the weather was thick. Shortly before the vessels came together she detected a steamer's whistle blowing on the port side of the vessel. The Cromartyshire was sounding her fog horn at intervals of one minute. Mrs. Henderson called the attention of her husband to the sounding of the whistle, and a minute later the mate, who was on the watch, also detected the sound. It came nearer and nearer, and Mrs. Henderson stood near the cabin in order to rescue her children should a disaster occur. Suddenly the huge hull of an ocean greyhound loomed up in the mist, going about seventeen knots an hour. Almost immediately there was a fearful crash, and Mrs. Henderson rushed below and found her children awakened by the shock.

She dressed the little ones as quickly as possible and removed them to the deck, [illegible] pecting to see her own ship go down any minute. Capt. Henderson had as soon as the collision occurred ordered the boats to be lowered and the damage to be ascertained. As it was found that the Cromartyshire was in no immediate danger the Britisher was put about. The vessel with which they had collided was at that time unknown. A few minutes later her whistle was heard and several rockets were sent up. Capt. Henderson replied in like manner, thinking the steamer was offering assistance, but in a few minutes all was quiet and those on board began to realize the awful results of the collision.

At 5:30 the fog lifted and two boats were seen approaching with only men on board. Later the weather cleared still more, and men were to be seen in every direction clinging to wreckage and floating on life rafts. It was a terrible scene. No pen can picture the appalling sight revealed to the onlookers when the curtain of mist arose. The work of rescue was commenced without a moment's delay, and over 200 persons were picked up and taken on board the ship.

Mrs. Henderson, who had ample opportunity of interviewing those who were rescued, expressed her belief from what she heard that there had been no effort to save the women. There were many forigners on board who fought for places in the boats. It was fully ten minutes to a quarter of an hour before La Bourgogne went down, and during that time there was ample opportunity offered to rescue at least some of the women and children. As it was only one woman was saved.

Mrs. Lacasse was saved, and she has been on board ever since. She is the wife of A. D. Lacasse, language teacher of Plainfield, N. J.

The crew of the Cromartyshire expressed the belief that there must have been some foul play, considering that only one woman was saved out of 300. Nearly all the first-class passengers were lost, those saved being steerage and sailors. Lacasse and his wife were in the water eight hours, clinging to a raft, before they were picked up by a boat from the Cromartyshire. They lost everything but what they stand in, including money and valuables.

One passenger was going home to France with his two children, his wife having died a month previously. He was saved, but his two babies went down with the ill-fated ship. Mrs. Lacasse says the officers bravely staid by their posts, going down with the ship. The only officer saved was the purser. He went down with the ship, but being a strong swimmer managed to save himself. When the ships struck they were off Cape Sable. The passengers, with the sole exception of Prof. Lacasse, were below decks. Without warning came the terrible shock. Lacasse rushed in haste to his state room, on the saloon deck, got his wife out of bed, and partly dressed. They hastened on deck, to be precipitated into the water on reaching it. They were not long in the water, however, when they found a partly submerged raft, onto which Lacasse lifted his unconscious wife and then clung to it himself. Some of the boats, Lacasse says, capsized and all on board were drowned.

An Awe-Inspiring Scene.

The spasmodic struggles, swishing water, and terrible screams made the situation an awe-inspiring one, never to be forgotten. One man on board La Bourgogne when she sank went out of his mind and jumped to a watery grave. On the morning of the collision, Capt. Henderson was on the poop with his Third Mate, A. C. Stewart. Sailor Haley was on the lookout and First Officer Killman was also on the forecastle deck. The Cromartyshire was making about five knots an hour, with several sails set, and taking in all the time.

Not a sound was heard until the lookout, Haley, saw a large steamer half a ship's length ahead on the port bow. In an instant the Cromartyshire's jibboom was crashing into the Bourgogne's bridge and the sailing vessel crashed into the liner, staving a big hole near her engine room. The Bourgogne scraped the whole length of the Cromartyshire's port side and then she veered off. The Bourgogne blew long mournful whistles for assistance.

Third Mate Stewart of the Cromartyshire says that the Frenchman evidently thought they were another ship, and that they (the Bourgogne) had sunk the colliding vessel.

At the time of the collision Mr. Stewart says the Bourgogne must have been going at the rate of eighteen or nineteen knots per hour through a dense fog, shutting out everything more than twenty yards away. About three hours after the Cromartyshire picked up the survivors the Allan Liner Grecian was sighted and took the Cromartyshire in tow. About 8 o'clock that evening, three miles away, Third Mate Stewart heard the guns and saw three rockets go up, and a blue light, the signal of distress, burning.

The Grecian signaled to the Cromartyshire that she was going to assist the vessel signaling. In a few minutes, however, the light disappeared, and no more guns or rockets were discharged, the vessel certainly having sunk. Prof. La Casse, one of the survivors, is of the opinion that there was a third vessel in the collision, as he saw the Bourgogne sink within ten minutes after the collision.

The second officer of La Bourgogne was the only man of the crew who did anything to help the terrified and helpless passengers. He cut loose all the boats he could, and in fact all the boats that were launched were launched by the brave second officer. He was last seen standing on the deck with his hand on the rigging going resignedly to certain death.

Christopher Brunini, a passenger, was thrown into the water and swam for two hours before he found a boat. He clung to this as his last hope. After some time another man got hold of the same boat, and together they managed to right it. Under the seats they found the dead bodies of four men and three women, who had evidently been drowned by the capsizing of the boat.

Brunini said the crew were cruel in their conduct toward the passengers. He was unable to get in the steamer's boats when he came on deck, being shoved away by the sailors. He saw many of his friends being prevented from getting into the boats by the sailors. He lost everything but what he stood in.

Meholini Secondo, an Italian steerage passenger, is among the saved. When he got on deck he found a raft with five men on it. The raft, however, was tied and chained fast to the deck, and no sailors were near to let it loose. None of the five men had knives. The ship sank rapidly, and they were all precipitated into the water. He was in the water twenty minutes and alone, the others sinking before his eyes. He came across a boat, which he tried to get into. He eventually succeeded, but not before a desperate fight with her crew. He was battered with oars and shoved away with boat hooks. He managed to seize an oar, however, and pulled himself to the boat and climbed in.

Cruelty Charged Against the Crew.

August Pourgi was eager to give an account of his experience. He was in the water about half an hour, and attempted to get into a boat. He was seized when he managed to get half in, and thrown back into the water. Again he tried to enter the boat, but the inhuman savages who manned it were determined to keep him out. He managed at last to get in, and to stay in.

Clinging to the lifeline of a boat not far away he saw his mother, and as if his trials were not enough he was forced to watch a man shove her deep into the ocean with an oar, from which she never rose. He says the man was saved, and was almost sure he can recognize him, though he does not know the man's name.

Fred Miffler, a Swiss, was the most jovial and contented of all the unfortunate passengers. He lost all his money and clothes, with the exception of a pair of pants and a shirt, but he laughed, and now and again cursed the fiendish French sailors with passionate earnestness. He went to bed the night before the collision and slept well. He never heard a sound, but woke in the morning, the same as he would any other morning. He went on deck and saw the splinters. He asked the officer of the watch what was up. The officer replied that it was all right, that the ship would not go down. Miffler, however, got into a lifeboat with some others and remained there until he reached the water, when he thought it was time to leave. None of the sailors ever attempted to let the boat loose. He swam for a long time before he was picked up. He saw an Englishman attempt to get into a boat. But the men in the boat who were sailors of the Bourgogne, hit him over the head with the butt end of an oar. He fell back and sank out of sight.

Charles Liebra, a Frenchman, expressed himself as thoroughly ashamed of his countrymen's conduct. This man is one of the most unfortunate. He had his two motherless boys, five and seven years old, with him. He put them in a boat, but was prevented from entering himself. He could not get in any boat, and went down with the ship. He went down so deep that he thought he was gone, but he came to the surface and at once looked for the boat with his boys. They were nowhere to be seen, and he mourns them as lost. He floated a long time before a boat came along. He tried to get in, but was assailed with oars and boathooks. Mr. Liebra showed your correspondent his arms and body. His arms are black and blue, and his body is terribly bruised from the blows he received. After this boat went off he was in the water eight hours.

Patrick McKeown is an intelligent young Irishman from Wilmington, Del. He is justly indignant at the brutal crew. He is on his way to Paris to turn out leather for a firm there. He was more fortunate than most of his fellow-passengers and got on a raft when the Bourgogne was sinking. He was the only passenger who could have walked through the streets of Halifax without attracting attention.

One of the worst sights he said he ever saw was the murder of an American whom he had become acquainted with on board the steamer. This man, whose name he cannot recall, was from Philadelphia, where he has a wife and family. The Philadelphian was trying to get on a raft not far distant from the one McKeown was on. A French sailor grabbed half an oar and beat him three times over the forehead. The murdered man was on his way to Paris to see a sister. From Paris he intended to go to Ireland to see his father and mother.

Beaten From the Lifeboats.

Charles Duttwellera, a German, could not speak English very well, but by an interpreter he told his story. It is this: He got in a boat which was tied fast to the ship, and stayed in it until he saw it was certain death to remain any longer. He jumped, but was carried down in the whirlpool made by the sinking steamer. He was in the water half an hour, when a boat came within reach, and he attempted to enter it, but the wretches in it shoved him off with boathooks.

His left eye is badly cut by the jabs he received. He saw women shoved away from boats with oars and boathooks when clinging for dear life to the life lines of the rafts and lifeboats. He also says the crew assaulted many passengers. With any implement that came handy, and, if no instrument was to be had, they punched the men and women helpless in the water with their fists.

One of the most important witnesses will be John Burgi, who got into a boat before the ship sank with his aged mother. The sailors in the boat held him and threw his poor old mother into the water to meet a watery grave. The sailors threw him out five times, beat him with oars, and shoved him under the boat. He was in the water nine hours before he was saved by a boat from the Cromartyshire.

Charles Liebra, who lost his two children, also said that he saw five women who were evidently exhausted clinging to the life-line of a boat. The French sailors maliciously, as the women were in no one's way, cut the lines and the women sank, never to rise again.

When accosted, an intelligent looking Frenchman, was asked if he could speak English. He replied "No." Niffler, the Swiss, with a grin then said that this was one of the crew, a waiter. He was questioned further, and it was seen that he spoke English perfectly, but did not wish to give any information. The next person accosted was a young sailor of the Bourgogne. He wrote his name on the back of a scrap of a steerage passenger ticket, Rolleri Gioseppe. He seemed anxious to give information, but the waiter mentioned before said to him in French not to give any. The correspondent said in English, pointing to the waiter: "Never mind him; bad." At this the waiter gave himself away on his "no English" by saying you are bad yourself, and pulled the sailor away, jabbering in French to him.

Gustav Grimaux, a French passenger, heard the shock in his berth, and rushed for the deck. He corroborated the other passengers in their statements about the crew. They did not attempt to cut any boats loose except those which they needed themselves. He saw women shoved away from boats with oars, and not only being shoved away, but shoved deep into the water.

The officers of the Grecian say the passengers and sailors presented a sorry spectacle when they were taken on board from the Cromartyshire. They were dripping wet and had terrible expressions, not having eaten for nearly twenty-four hours. Some are still dazed, and did not know where they were or what they were doing.

The third officer of the Cromartyshire said that one half-drowned wretch whom he pulled in over the side some hours after the collision seized his life belt and asked the steward for his knife. He cut a piece off the life belt and started to eat it, saying it was all he wanted.

Foreigners Fought Like Maniacs.

On board La Bourgogne were a large number of Italians and other foreigners. These fiends stopped at nothing. In a boat was a party of forty women, but so great was the panic that not a hand was raised to assist in its launching. The occupants, so near saved, were drowned like rats when the ship, with an awful hissing sound, went down. So desperate was the situation that an Italian passenger drew his knife and made direct at one who, like himself, was endeavoring to reach the boats.

Immediately his action was imitated in every direction. Knives were flourished and used with effect. Women and children were driven back to inevitable death at the point of weapons the owners of which were experts in their use. According to stories of survivors women were stabbed like so many sheep.

The scene on the water was even worse. Many of the unfortunates who were struggling in the water attempted to drag themselves into the boats or on rafts. These were pushed back into a watery grave. Here, too, knives were used freely. Not all of the dead met death by drowning. Christophe Brunen saw a sailor belonging to the Bourgogne strike a passenger over the head with a bar and kill him. The body dropped into the water. The passenger grabbed the boat in which the sailor was and attempted to get on board.

How the Saved Are Faring.

There were 725 persons on board, and 163 were saved. With the exception of two passengers, Prof. La Casse and his wife, all the passengers of the Bourgogne are aboard the steamer Grecian at the Cunard Wharf. The crew are also on board that steamer. She is expected to sail for New York this evening. All the crew are collected by themselves in the forward part of the deck and are anything but pleasant looking. The officer of the gangway looked at them with a scowl, and said if he had his way they would all have been hanged to the yard arm long ago.

Your correspondent interviewed nearly all the passengers who could speak English. One passenger said the officers and crew of La Bourgogne neglected the passengers entirely.

THE ONLY WOMAN SAVED.

HALIFAX, July 6.—Strangely enough Mr. Lacasse is the only man of the saloon and cabin passengers of La Bourgogne who survives, while his wife is the only woman of 200 not only of the first saloon cabin, but of the whole ship, who escaped.

Mrs. Lacasse was aroused from her berth by her husband, who was on deck at the time of the collision. She threw about her the first articles of clothing she could secure and reached the deck of the listing steamship, to find herself one of the many frantic and half-dressed people who congregated about the boats.

She saw the Captain of the steamer on the bridge and some of the officers at other points endeavoring to direct the efforts of the crew to launch the boats. There was little response to the orders of the officers. The crew seemed paralyzed.

Matters were quiet and there was no panic at first. Golden moments were slipping away, and the decks were becoming more and more crowded with frightened people emerging from cabins and companionways.

The steamer was listing and settling, and then a fear seized the throng, and the people lost their reason and really went mad. Mrs. La Casse was separated from her husband in the scramble, and the steamer listed so badly she slid down the declivity of the deck and into the water. She had taken the precaution, at her husband's direction, to put on a life belt before leaving her stateroom, and shortly after being thrown into the sea was seized by the arm and drawn upon the life raft. Her savior was her husband.

A moment later the ill-fated steamer disappeared, and a whirlpool encircled the spot where the noble craft had been. Everybody around the edge of the vortex was drawn into it. The water rushed around, faster and faster, and the unfortunates disappeared in twos and threes with despairing cries.

Mrs. Lacasse had been on the edge of the maelstrom, but something striking her threw her outside the dangerous whirlpool, and the next she knew she was on the life raft.

A boat containing forty women was capsized, and all went down in the whirlpool. There was not one man in this boat, and it was left fast to the davits. Some of the women were trying to cut the ropes when the steamer careened deeper and capsized the boat.

Mrs. La Casse says a moment after the steamer was engulfed men, women, and children rose on every side of the whirlpool and the sight of the faces, the arms, and the shrieks was so terrible that she will remember them to her dying day.

Mr. and Mrs. La Casse were going to Paris, though they have abandoned their trip, and left to-night for Boston, per steamer Halifax, to return to New York.

A NEW YORKER'S ESCAPE.

HALIFAX, July 6.—Otto Zeasir of New York, one of the survivors of La Bourgogne, who was going to Paris, said: "We struck at 5 A. M., and were afloat one hour before the ship sank. We were going at full speed when the ship struck. The crew acted cowardly, and some of the officers seemed to have lost their heads. I could only see one officer where I was, on the port side.

"There was no discipline abroad, and the boats could not be released. The sailors did not try to pull them down, but the passengers did. I tried to get a boat down, and one of the ship's waiters pushed me away and told me to 'Go to h—.'

"The Captain did not appear to be aware of the danger at the beginning. He blew the whistle just before the accident, and he tried another signal, but the water filled the engine room. Half an hour later he fired distress signals, but it was too late. Then he put up the danger signals.

"I was told he was in the cabin when the accident happened, but he was on the bridge when the ship went down. I loosened one of the lifeboats, of which three were left on the steamer, but they were soon crowded with women, who behaved very quietly and bravely. Then I climbed on the superstructure and went all over the ship in company with two engineers. We found the rafts on the other side, threw them overboard, and jumped on them.

"Our raft was damaged by a big hole in it, so we had to abandon it, but were picked up by the boats to the Cromartyshire. We were the first saved, and we saw other boats following us far away. The Captain of the Cromartyshire called for volunteers, but none of the Frenchmen would volunteer to go out at first, and the crew of the sailing ship had to go out.

"Afterward the French sailors went out and picked up some of the people struggling in the water. The sailors got hold of the rafts first. One raft had a cord bound to it, to which five women were holding. The sailors cut the rope and the women were drowned."

ONE WHO WAS ON DECK.

BOSTON, July 6.—A special to The Transcript from Halifax gives the experience of Matteo Turich, an Austrian, who was among the survivors of La Bourgogne. It is as follows:

"I was on deck at the time. Everything was going about smoothly, although it was very foggy, when I saw a ship loom up right in front of us. She was actually scraping the starboard side of La Bourgogne, and when she was a few yards astern I saw her masts falling overboard. I heard people on board shout in English, and knew it was a British vessel. I ran forward to see what had happened. The steamer's starboard side was broken into the water's edge, the plates were cracked and warped, and the rivets broken and drawn.

"The hole was eight or ten feet in width, and the water was pouring in fast. Then I went aft again, but could not see any one in charge, only a horror-stricken crowd of passengers. No commands were being given and no system prevailed. I went to the hurricane deck and started to cut away the awning from a boat there. While I was doing so, along came some sailors or firemen and cut away two liferafts and two boats. I had my boat nearly clear, but just then I was driven from the boat. I went further on and saw a raft on skids. By this time the steamer was so badly listed that one could not walk straight; in fact, I could hardly keep on my feet. I was chased away from the raft and ran aft again, and I saw some men passengers, ten or twelve, get a boat around. Some one called to cut the forward guy from the davits, and I did so. Men, women, and children were all around calling upon God for help, but only God could help them, men could not. Oh, it was a pitiful sight. But we could not help anybody; we were in too bad a plight ourselves.

"I hung onto the guy rope and by it swung myself into the overloaded boat. There were nineteen or twenty of us then in the boat. By this time the steamer was so listed that while people kept their feet, they were sliding, shrieking into the water. They called for help, but none came. I saw some crowds start to lower some boats as the ship sank, but they could not unhook the blocks. We had only got three yards away when the steamer went down, her main truck almost striking our boat. Our escape was miraculous, but had the truck struck us none would have escaped."

HOW FOREIGNERS FARED.

HALIFAX, July 6.—Fred Myffler, a Swede, lost his sweetheart through the boats not being cut away. The girl had a life belt on, but the suction of the sinking ship was too powerful. He and the young woman got into a boat with many others, waiting for the sailors to launch it.

The boat was finally capsized and the girl was lost. Myffler climbed upon a life raft, which upset, and five were drowned, for there were many crowded on it. The others climbed upon the raft safely then.

Among the survivors are a small party of Assyrians and Armenians. There were seventy-five Assyrians in the party when it left New York. All but eight perished. One of the eight lost his wife and two brothers and ten other relatives. Another lost two daughters.

Only one of thirteen Armenians survive. The Assyrians were bound to their homes near Damascus, and every one had from $100 to $200 saved. They lost it all, barely escaping in their trousers and shirts.

On board the steamer Grecian, which towed the Cromartyshire with the survivors to Halifax, the Assyrians wept like children and could not be comforted. The one surviving Armenian tells a sorrowful tale of the drowning of an Armenian priest and his family who had got into a boat with some thirty other people. When the end was certain and the boat was abandoned to its fate by the crew, who made no effort to launch it, the priest stood up and with uplifted hands prayed aloud.

Several French priests stood on the deck during the sinking of the steamer without making an effort to save themselves, and gave absolution to a large number of passengers.

There are no survivors who saved more than enough clothing to cover their naked selves. Nearly all lost all their savings, and they were mostly working people bound home to European lands. Consul Francklyn has information that one smokestack of the steamer fell across a boat and smashed it as it was being launched. There were about forty persons in the boat. Three boats were found after the ship sunk, bottom up, and in one, it was stated, were several dead bodies of women.

Patrick McKeown states that he heard of one woman having had her throat cut and being thrown cut of the boat to lighten it. He could not verify the story.

As one boat was launched, men pushed the women and children aside, and the Captain threatened to fire on them if they did not desist. When the steamer was about to take her final plunge the Captain blew the steam whistle in good-bye to the boats, and he was shortly engulfed.

LONDON'S VIEW OF THE WRECK.

LONDON, July 7.—The special dispatches from Halifax confirm the earlier reports of savagery on board La Bourgogne.

The morning paper editorials are generally inclined to treat this feature of the case with reserve, pending investigation, but The Standard expresses horror at the "shameful breakdown of discipline," and says it believes this "will deter passengers in future from using the line of the Compagnie Generale Transatlantique."

THE NEWS IN PARIS.

PARIS, July 6.—The news of the disaster to La Bourgogne only became known this afternoon, and it spread with ligtning rapidity through the capital. The offices of the French Transatlantic Steamship Company were soon besieged by anxious inquirers, but the company's officials had little to communicate beyond the number of those who have perished.

The immensity of the calamity has spread the greatest gloom in Paris, and the names of the survivors are awaited with the greatest anxiety. The police are controlling the large crowds besieging the offices of the steamship company at midnight still without news as to the passengers who were saved. The company has only received a dispatch describing the collision and the number of the saved.

President Faure sent the following telegram to the company:

"I am grievously disturbed over the terrible news, and I feel very keenly the disaster that has plunged so many French and American families into mourning."

The following is the dispatch received by the Compagnie Générale Transatlantique here:

"The Cromartyshire collided with La Bourgogne just abaft the bridge, on the starboard side, at 5 o'clock in the morning, in a thick fog. La Bourgogne sank in forty minutes after the collision. A heavy list to the starboard after the collision prevented the launching of the port boats."

THE SHIP CROMARTYSHIRE.

The British ship Cromartyshire, Capt. Henderson, sailed from Dunkirk June 8 for Philadelphia. She is a full-rigged three-masted iron ship of 1,462 tons register. She was built at Glasgow in 1879, and is owned by W. Law & Co. of that city. She is 248.9 feet long, has 32.8 feet beam, and is 22.8 feet deep.

THE CABIN PASSENGERS.

List of First and Second Class Passengers Who Sailed on the Bourgogne.

The following is a complete list of passengers in the first and second class cabins who sailed on the Bourgogne:

ARROVET, Mrs. William M.
AMBROISE, Rev. Brother.
ANGEL, E. A.
ACHARD, Antoine.
ACHARD, Mrs. Antoine.
ACHARD, Miss Marie.
ACHARD, Antoine A.
ALPI, Giuseppe.
ALPI, Master Giovanni.

BROMBERG, Mrs. L.
BAUMANN, Rev. Leon.
BINSSE, Miss.
BEHR, Gaspard.
BORDES, Mrs. R. M.
BORDES, child.
BOURNVILLE, Mrs.
BOURQUIN, Mrs. C.
BRONK, Mrs. J. N.
BROCHARD, Fernand.
BROCHARD, Mrs. Fernand, and child.
BROCHARD, Miss Leonie.
BROYER, Paul.
BROYER, Mrs. Paul.
BARCELLO, Miss.

CASAZZA, Miss Rose.
CASAZZA, Louis.
CASAZZA, Giacomo.
CICOT, Mrs. Juliette.
CARIELLAS, José del.
CLARK, W. V.
CLARK, Mrs. W. V.
COLEMAN, Mrs. J. B., and maid.
CRUMLEY, H. S.,
CURE, Gustav.
CURE, Mrs. Gustav.
CAMPO, ——
CHANUT, J. M.
COLLIN, Pierre.
CAUCHON, Miss.
CAMBRAI, G.
CUNEO, Luigi.
CONNOR, Miss.
CABLET, A.
COOK, Mrs. E. C.

DIAZ, Mr.
DUBOST, Eugene.
DURKEE, Joseph H.
DILLON, Mrs. J. F.
DILLON-OLIVER, Mrs., and maid.
DAVIS, S. E., and valet.

EVANS, D. Scott.
EVANS, Miss M.
EVANS, Miss B.
EVANS, Miss L.

FISTON, Frank A.
FISTON, Mrs. Frank A.
FISTON, Miss Marie.
FISTON, Master Frank.
FLORISSOONE, Rev. Cyprien.
FELLINI, Giovanni.

GRAF, Adolph.
GRANDVILLIERS, A.
GINI, Christopher.
GERMAIN, Joseph.
GADDOT, Albert.
GRIESHABER, Jorge.
GABRIEL, Mr.
GABRIEL, Master.
GONZALES, F.
GROUIN, Mr.
GROUIN, Mrs.
GAUTHIER, ——
GAUTHIER, Mrs.

HALPORN, Edward.
HUMMEL, Mrs. A., and two children.
HAGGERTY, J.
HAGGERTY, James A.
HODNICK, Anton.
HYMAN, R.
HYMAN, Mrs. R., and child.
HESS, Miss Frances.

IOVER, Miss Harriet M.

JACQUET, Leon.
JACQUET, Mrs. Leon, and child.
JANSSON, Miss C.
JOLOCAT, Mrs. Aimee.
JACOBS, Richard.
JACOBS, Mrs. Richard, and child.

KESSLER, Rev. A.
KOPPEE, Dr. S.
KOPPEE, Mrs. S.
KRAEMER, Henry.
KIEHL, Mrs. J.
KIRNER, Oswald.
KERDANIEL, L. Gonidec, de.
KNOWLES, Mrs. H. H.
KIDD, Henry M.

LIVINGOOD, Dr. L. E.
LACOSTE, A.
LIEBRO, Ch.
LA CASSE, A. D.
LA CASSE, Mrs. A. D.
LEMARRE, E. N.
LAURICHESSE, Mrs. G.
LABRET, L.
LABRET, Miss.
LEGAS, Mrs.
LANGLES, Mrs. Pauline.
LANGLES, Miss A.
LAURENT, Mrs. M.
LAURENCENA, Mr.
LETOURNEAU, Miss.
LETOURNEAU, Miss.

MOHL, Miss Bertha.
MERLIN, Rev. Bernardin.
MADRID, S.
McFARLAND, Miss E.
McKEOWN, Patrick.
MOSSO, Miss J.
MONNIER, Regis.
MOLIN, Paul.
MADER, Miss Emma.
MARSHALL, Mrs. Jas.
MORIN, Miss.

OSGOOD, Mrs., and child.

PERRY, Mrs. John.
PERRY, Miss Sadie.
PERRY, Miss Florence.
PERRY, Miss Katharine.
PERRY, A.
PERRIER, Suzanne.
PONTEAU, Leon.
PONTEAU, Mrs. Leon.
PENSIER, Rev. P. S.
PONCY, Miss Mary.
POVOLNI, Mrs. A.
PONCIN, Miss Anna.
POLCRI, Lorenzo.
PICHON, Mrs.
POLCRI, Enrico.
POLCRI, Master Umberto.
PATTON, Miss Edith.
POLLOCK, Anthony.
POLLOCK, Mrs. Anthony.
PLANT, Miss.
PINSON, Mrs.
PICOT, Miss M.
PARCELLO, Miss.
PARCELLO, Miss.

RUNDELL, E. R.
RUNDELL, Mrs. E. R.
REEVES, Miss Evelyn.
RISAL, Paul.
ROUSSEL, Mrs. J.
RITTER, Miss Caroline.
RONCAYEL, Jean.
ROBOLI, Mr.

STRAUS, T.
STRAUS, Mrs.
STRAUS, Miss M.
STRAUS, Miss W.
SPILOS, J.
SCHULTZ, A.
SCHULTZ, Mrs. A., and maid.
SCHULTZ, Miss Carola.
SCHULTZ, Miss Mildred.
SIDOBRE, Louis.
SOMMER, Therese.
SOSA, P. J.
SOSA, J. A.
STEEL, F. P.

TACOT, C.
TACOT, Mrs. C.
TAITENGER, John.
TERLAUD, L.

VALLADE, Mrs.
VILLEMINENT, Mrs.
VAN CAUTEREN, E. A.
VAN CAUTEREN, Miss.
VACHER, Jerome.
VALETTE, Miss D.
VASSAL, P.
VASSAL, Mrs. P.

WILLIAMS, Ralph L.
WYMAN, D.
WYMAN, Mrs.
WYMAN, Master.
WEBSTER, Rev. W. G.
WEISS, A.
WUERTZ, E. H., and two children.
WEISSIG, H. E.
WRIGHT, ——
WHITNEY, Mrs., child, and maid.
WALTER, Prof. E. S.
WIND, H. J.

ZABDALLA, ——
ZAIGER, Otto.

CABIN PASSENGERS SAVED.

List of Second-Class Passengers Who Escaped.

ACHARD, Antoine.
BACCARAT, Jacques.
GAIDOT, Albert.
GERMAIN, Brother.
KIRNER, Oswald.
LIEBRE, Charles.
LA CASSE, Mr. & Mrs.
McKEOWN, Patrick.
VERLAND, Lucien.
ZAIGER, Otto.

The Steerage Passengers.

Aberdin, John.
Azize, Mary.
Azize, George.
Assood, Mrs. Annie, and baby.
Assood, Mrs. Sarah.
Aledeen, Abraham N.
Agoob, Dammona.
Alli, Joseph Alo.
Antonicici, Nicolo.
Aown, George.
Azelvaude, Joseph.
Antonine, Carlo.
Asadoorian, Mardiros.
Askel, Martin.
Alberti, C.
Andreanopolis, George.
Aroman, Solomon.
Angelo, Mariotti.

Buri, Marcele.
Baccarat, Jacques.
Belli, Mrs. Maria.
Burali, Eugenia.
Bunner, Luzzare, and three children.
Boratto, Marco.
Bunini, Cristoforo.
Bennwarth, Caroline.
Bertoneri, Aariano.
Boulas, Thekrallah.
Barokat, Essa.
Bonich, Giovanni.
Biaggio, Bertrume.
Burgy, J.
Burgy, John.
Burgy, Mrs.
Burgy, August.
Brun, Joseph.
Ballourm, Abd Allah.
Behnellieux, J.
Barbieri, Davide.
Brovatin, Margino.
Bovatin, child.
Byer, F.
Boub, Giovanni.
Bailly, Josephine.
Buri, Marcel.
Bruel, R.
Bruel, M.

Ceron, L.
Cretton, August.
Camille, Grandmaire.
Camille, Mrs.
Currbatovich, Antonio.
Capotosti, Antonio.
Commen, T.
Cavallero, Gppe.
Compiani, Agostino.
Chalere, Alb. F.
Cavozzi, infant.
Clerico, Luigi.
Calevato, Giovanni.
Cesare, J.
Costa, Batista.
Costa, child.
Cassell, Carlo.
Cassell, Mrs.
Cassell, child.
Casell, infant.
Canessa, Vittoria.
Caneto, G.
Cavozzi, Abramo.
Cavozzi, Mrs.
Cavozzi, three children.

Doral, Eugene, and infant.
Ded, George.
Duthweiver, Ch.
Dellabasite, Frederick.
Deeb, Elias.
Dub, Nicola.
Devaux, Auguste.
Delmotte, Ernest.
Delmotte, Emanuel.
Doumit, George.
Delfante, G.
Dublinder, Alfred.
Dabdoub, Mikael.
Daoud, Mossa.
Dinossikian, Simon.
D'Oral, Adams.
Daniele, Buglio.
Dolfi, Vergilio.
Debene, Manti.

Eppich, John.
Ettienne, Lena.
Ettienne, Helene.

Fiamoni, Michele.
Francis, Sarkees.
Fries, George.
Fries, Mrs.
Fuhrer, J.
Fuhrer, Miss H.
Fuhrer, Gustave.
Fuhrer, Leon.
Fuhrer, Jean.
Fluckiger, Miss.
Fluckiger, Berthe F.
Faivre, Mathilde.
Faivre, infant.

Guistino, Nicholi.
Germain, Marie.
Giuseppe, Caviolli.
Giuseppe, Bolari.
Giuseppe, Cechini.
Grimaux, Gustave.
Ganzinotti, Giovanni.
Gillot, Marcel.
Glowino, Giovanni.
Guera, Vittoria del.
Gaspoz, Jean.
Gosparini, Giovanni.
Gosparini, Mrs.
Govazzie, Amelio.
Govazzie, Mrs.
Graffo, T.

Horam, Isaac.
Handu, Louis.
Hocquet, L.
Holman, Anna.
Hurst, Eugene.
Hobib, Peter.
Hobib, Mrs. P., and child.
Hobib, Broadway P.
Hoff, Saleen.
Hoff, Shakeen.
Horn, Michael.

Heymann, Albert.
Hagen, Alfred.
Halter, Johan.

Jomil, Isaac, and infant.
Jahdi, John.
Jahdi, Mrs. John.
Jallini, Giovanni.
Jurioich, Jure.
Johnson, Mrs. E.
Josian, Francisco.
Johanne, Lucian.
Johanne, Mrs.

Koujck, Constantine.
Kozazirn, Stephen.
Kezma, John.
Kouri, Mikael.
Kouri, Khabie El.
Kellenberger, Charles.
Kellenberger, Albertine.
Kulcri, Bendetta.
Kalefre, Joseph.
Katich, Antonio.
Krell, Antonio.
Kulla, F.

Lutlemauer, Emile.
Legros, N. G.
Laue, Anton.
Lambert, Marie.
Leiman, Francisco.
Lucia, Lucelle.

McVager, Marguerite.
Mikael, Isaac.
Marcy, John.
Marcy, Anna.
Marcy, Mary Theresa.
Marcy, Mrs.
Marcy, infant.
Mouhaikil, Rahal.
Moufari, Schakrina.
Mader, Emma.
Metelli, Jean.
Metelli, Caroline.
Metelli, Mrs.
Metelli, child.
Malile, Saleem.
Moufarine, Saleem.
Malvini, Salsa.
Mathan, John.
Milan, Resheed.
Maciacchiri, Francesco.
Mazoli, P.
Martinelli, Luigi.
Mollinger, Henry.
Milhelic, Anna.
Molinari, C.
Molinari, child.
Molinari, infant.
Malatisne, Tomasso.
Mayer, My.
Matkovic, Jacob.
Melegrano, Leone.

Nicola, Giovanni.
Nicholi, Luigi.
Nyfeler, Fritz.
Nasri, Biohara.
Nasoni, Luigi.
Nasoni, four children.
Nasoni, infant.

Ondre, Louis.
Obris, Jean.
Obris, two children.

Pacchettea, G.
Peresini, Louis.
Pastorelli, Angelo.
Pabst, Rosine.
Pocher, Amalie.
Ponte, John.
Peterson, Callos.
Pressuto, Gennara.

Rojo, Nicolandi.
Rhal, Abraham.
Raymond, Adeline.
Ricrano, Catarine.
Ratel, Ersene.
Ratel, Mrs.
Richmond, Joseph.

Stephania, R. der, wife, and three children.
Schwappacher, Louis.
Schmidt, Ida.
Seccondo, Michelini.
Stuch, Jozo.
Steiner, Nicholas.
Sarghan, Sake.
Steltz, Miss Adele.
Saghian, Meuhanna.
Salim, Elias.
Satori, Angostino.
Sicher, Fort.
Soumran, Lermy.
Stafforoni, Ferdinand.
Stafforoni, Mrs.
Stafforoni, infant.
Sucich, Shi.

Tonnous, Jacob.
Tourenick, Nicola.
Thopulos, Nicolas.
Tevekelian, Th.
Torine, Cesare.

Udrich, Peter.

Veron, Aline.
Veron, Germain.
Veron, Adrian.
Veron, Adrian, Jr.

Wiffenegger, Elsi.
Wohldemuth, Victor.
Wussig, E. W.
Winer, T.

Yessel, Adele.
Youssoof, Ismael.

Zoaki, Isaac.
Zizzar, Davis.
Zizzar, Mikael.
Zucca, Angelo.
Zecca, Francisco.
Zecca, Mrs.
Zurich, Mateo.
Znidarsic, Antonio.
Znidarsic, John.

STEERAGE PASSENGERS SAVED.

List of the Third-Class Passengers Saved from the Wreck.

Adrian, Berthonere.
Alies, Adolphe.
Antonio, Chas.
Berguin, August Boss.
Bianguo, Dominico.
Borion, Yvan.
Bourgrderi, Annen.
Buecket, Antoine.
Carlevato, John.
Ceni, Henri.
Combatobeu, Antonio.
Delmontt, Ernest.
Delpanti, Louis.
Ebrahans, Michael.
Elkon, Kallil.
Eruntus, Christopher.
Eugene, Boratto.
Georges, Edouard.
Graff, Tonni.
Hawb, Denis.
Hyffler, Fred.
John, Michael.
Kassel, Carlos.

Klement, Frantz.
Koun, John.
Louis, Antonio.
Lucia, Tionet.
Maratestini, Thomas.
Markovich, Jacob.
Michelli, Zurich Matho.
Nicolas, Comeau Antonio.
Nicolas, Gustino.
Nivieh, Hecto.
Pampani, Pellegrano.
Pinecetti, Burrali.
Ratchild, Miler.
Richmang, Joseph.
Rollier, Joseph.
Russ, Antoine.
Salorogaspario, August.
Slok, Joseph.
Stiffano, Suev.
Tarquis, Isaac.
Yioboulo, Neglis.

LA BOURGOGNE'S OFFICERS.

Louis DELONCLE, Commander.
DUPONT, (Fr.,) Second Captain.
PICHARD, First Officer.
DELINGE, Second Officer.
REMPLER, Third Officer.
DALIDO, Chief Engineer.

BRISSAC, (Ch.,) Second Engineer.
GAUTIER, Third Engineer.
LAISNE, Fourth Engineer.
DURAND, Purser.
SCOL, Assistant Purser.
Dr. DELPECH, Surgeon.

THE OFFICERS SAVED.

A Purser, an Engineer, and Two Electricians Rescued.

ERNEST SCOT, Second Purser.
EMILE LE BOURCHEE, First Electrician.
EDWARD LAISNE, Fourth Engineer.
ANDRE DEPREZ, Electrician.

MEMBERS OF THE CREW SAVED.

List of Petty Officers and Sailors Who Escaped.

JENA PETOT, Boatswain.
PIERRE BATARD, Second Mate.
JEAN MAVAL, Second Carpenter.
YVES OLIVER, Quartermaster.
LOUIS CORRE, Quartermaster.

SAILORS—Maurice Devals, Yves Pieres, Yves Le Bris, Victor Gendron, Sylvester Allaini, Vincent Le Perrin, Emanuel Jacob, Leonore Testan, Rene Denis, Pierre Le Breton, Fortene Valere, Desire Leneigue, Pierre Buffett, Guillaume Lepara, Joseph Tetuiss.

Jules Retford, boy; August Lefauchers, boy; Andre Dambry, cabin boy.

ENGINE AND BOILER ROOM MEN—Louis Guegan, Joseph Audren, Jean Lejean, Joseph Meliss, Pierre Bernard, Pierre Richards, Toussaint Prudnorn, Louis L. Heveder, Henry Maran, Yves Prat, Yves Suiemen, Jean Reglook, Louis Le Julien, Pierre Jelannot, Yves Legall, Jean Marie Lepilet, Joseph Allain, Yves Raliec, Hipolyte Tanguay, Francois Nicolas, Jean Hares, Allain Lemescon, Hugo Ledantes, Alexis Lothice, Joseph Pierronic, Julien Pierrenes, Yves Eassel, Marie Hainguy, Jules Baillie, Jean Blovin, Pierre Crostes, Francois Hamel, Joseph Escots, Yves Larchier, Pierre Volsin, Charles Worten, Louis E. Coule, Jean Le Poinne, Yves Beguel, Joseph Hevot, Joseph Helleguin, Pierre Coquart, Jean Crostes, Francois Hamel, Francois Legall, Vincent Maingoy, Jean Calvary, Francois Legall, Vincent Raliec, Guenilet Herandre, Charles Bidant.

WAITERS AND EMPLOYES.—Louis Thobaut, Gaston Sauvage, Alph Hivault, Oliver Goadelec, Fernand Gasset, Henri Lechevalir, Ernest Angels, Jaques Dufour, Francois Lucie, Louis Lepert, Francois Loyen, Elenore Devau, Pierre Goazampie, Edmond Cussy, Charles Huet.

SKETCHES OF PASSENGERS.

New York City.

ALPI, Mrs. Giuseppe, of 94 Macdougal Street, loses her husband, her only son, and her father, Giovanni Fellini. She is left with six daughters, ranging from four to fifteen years, and her condition yesterday was pitiable. Mr. Alpi was forty years old, and sixteen years ago married Caroline Fellini, in Palma, Italy. He came to this country shortly after and established himself in the artificial flower business at 47 West Third Street, where his factory still is. Of the seven children born to the couple only one, Giovanni, who was drowned with his father, was a son. It was partly on the boy's account that Alpi started for Italy, as it was his intention to have the boy educated in Genoa. He also intended to visit his relatives and shortly before sailing he prevailed on Giovanni Fellini, his father-in-law, to accompany him. The old man demurred, dreading at his age, sixty-five years, to again cross the ocean, but Alpi finally prevailed, and many of the leaders in the Italian colony were on the dock last Saturday to see the Alpis off. Mrs. Alpi says she regretted having given her consent to having little Giovanni educated abroad, and had intended writing to her husband shortly to bring the boy back home with him and have him educated here. Mrs. Alpi was prostrated, and begged for a word of encouragement that one of her dear ones might have escaped. Her children sought to calm her, but their efforts were useless, and the oldest of the girls left the room occasionally, returning with eyes red from weeping. The children remaining are Louise, fifteen years old; Mary, thirteen; Mulvina, twelve; Mathilda, eight; Julia, five, and Rulia, four. Later in the day Mrs. Alpi's relatives arrived, and she was quieted with opiates.

BEHR, GASPARD, was forty-eight years old, and had for years been chief steward at the Hotel Imperial, where he made a large fortune. He was on his way to Paris to visit relatives.

BROCHARD, Ferdinand, was a dealer in delicatessen at 305 Seventh Avenue, and lived at 136 West Twenty-eighth Street. With him was his wife, Octaire, and their two children, Leonie, five years old, and Rene, twenty months old. Brochard was thirty years old, and was born in Paris, where his parents, whom he intended to visit, still reside. He expected to make a two months' trip.

BINSSE, Miss, was the daughter of Louis B. Binsse of this city, who died about four years ago. Her mother, who lives at 109 East Seventeenth Street, was Miss Carpenter of Philadelphia. Miss Binsse, with her sisters, Miss Nellie Binsse, Mrs. Reginald Francklyn, and Mrs. Schuyler Warren, was well known in New York society, especially among what is known as the old French Roman Catholic set. Her father was a writer.

CASAZZA, GIACOMO, LOUIS, and Louis's ten-year-old daughter ROSE, were victims. The two men were brothers, of the firm of Casazza Brothers, dealers in foreign and domestic fruits at 265 Washington Street. They lived at 224 James Street, and had started on a three months' pleasure trip to Italy, where they intended incidentally to establish connections with Italian fruit exporting firms. Inquiry was made yesterday concerning them by Mrs. A. Casazza of 24 Madison Street, wife of the third brother of the firm.

CHANUT, Jean M.—Business circles of this city and of several others in this country are acquainted with the glove stores established and maintained by Chanut & Co., of which Jean M. Chanut, reported drowned in the Bourgogne catastrophe, was the founder. The headquarters of this company's glove trade was in this city, at 2 West Fourteenth Street, and other branches are maintained at 210 Fifth Avenue, Manhattan; 480 Fulton Street, Brooklyn, and in Boston, Baltimore, and Saratoga. The factory was at St. Martin-Valmeraux, Cantal, France. Mr. Chanut was about forty-eight years old. He was on the way to Paris on his yearly business trip at the time of the collision. He lived in New Rochelle with his wife and four children, who survive him.

CICOT, Miss JULIETTE, twenty-six years old, who was a cabin passenger, lived with her widowed mother at 469 Fourth Avenue. She was a dressmaker and was going to Paris on business.

COLEMAN, Mrs. J. B., better known on the stage as Berenice Wheeler, decided to go abroad the early part of last week very much against the wishes of her manager, George H. Broadhurst, with whom she had engaged herself to play the leading female rôle in his new play, "Why Smith Left Home." Mr. Broadhurst tried very hard to persuade Mrs. Coleman from going abroad, giving as his reasons that rehearsals were to begin in two weeks, and the time for such a trip as she contemplated was certainly too short, but she was determined to go, saying that the trip would give her absolute rest and at the same time would enable her to procure dresses in Paris for her part. Mrs. Coleman was a native of Kansas City. As an amateur she gave sufficient promise to justify her ambition to adopt a stage career. She studied under John S. Stapleton in Chicago, who paid her a high compliment when, after a brief course of study, he gave her the leading rôle in a special production. On this occasion she attracted managerial attention, and was immediately engaged to play Anne Krager with the road company presenting "The Charity Ball." Mrs. Coleman achieved success both in this play and in "The Wife." After touring for some seasons in the parts acted nere at the Lyceum Theatre by Georgia Cayvan, Mrs. Coleman was engaged for one of the leading rôles in Charles Hopper's productions of "Chimmie Fadden," and subsequently engaged to play the leading rôle of Miss Arbuckle in "A Bachelor's Honeymoon," produced Sept. 6 at Hoyt's Theatre. Shortly after this she married J. B. Coleman of this city, and then retired temporarily from the stage. When Mr. Broadhurst approached her with an offer to originate a part in his new play she hesitated about returning to the stage, but when Mr. Broadhurst read the part to her she became so favorably impressed with it that she was easily persuaded. Her last appearance in this city was as a member of the Block & Mordaunt Columbus Theatre Stock Company, when she appeared as Mrs. Brown in "The Banker's Daughter" and as Stella in "Captain Swift."

COLLIN, PIERRE, lived in this city, and was foreman in Maillard's chocolate factory. He was going to France on a vacation.

CURE, Mr. and Mrs. GUSTAV, were on a visit to their old home, in Bordeaux. M. Curé was the American manager of the business of the Chocolat-Menier Corporation of France, and had been in New York four months. They lived at 77 West Sixty-eighth Street.

Mrs. J. F. DILLON and Mrs. ANNIE DILLON OLIVER were the wife and daughter respectively of ex-Judge John F. Dillon, and resided with him when in town at 671 Madison Avenue. Mrs. Dillon, who was about fifty-five years old, was abroad last year, and only arrived at home on Oct. 2 last. Her health had not been good for some time past, and she sailed with her daughter, who was also in poor health, on La Bourgogne in the hope that the sea voyage would benefit them. Mrs. Dillon Oliver was about thirty-four years old. She was married to William B. Oliver in 1890, secured a divorce from him May 25, 1892, and went to reside with her parents.

DURKEE, JOSEPH H., was well known in Wall Street, where he was a member of the stock brokerage firm of Hoyt & Wainwright for some years. He was also well known in military circles and had the title of Captain. He was a member of the Army and Navy, the Columbia University Alumni Association, the Loyal Legion, and the New York Athletic and Calumet Clubs.

CHARLES DUTTWEILER, a baker, of 27 Maujer Street, Williamsburg, was a passenger in the steerage. He came from Germany ten years ago, and at the earnest solicitation of his aged mother, who wished to see him before her death, he obtained leave of absence for six weeks in order to make the trip to Baden. He wanted his wife, whom he married a year ago, to go along with him, but she refused because she is American born and has no knowledge of the German language. Mrs. Duttweiler last evening learned of the foundering of La Bourgogne. The shock completely prostrated her.

GINI, CHRISTOPHER, was a manufacturer of jewelry, having a small factory at 31 East Twentieth Street and a home at Grant City, Borough of Richmond. He was an Italian by birth, but when two years old his parents settled in France. About fourteen years ago he came to America. For ten years he was foreman at Tiffany's. He was an expert diamond mounter, and his skill made him a valuable workman. After separating from Tiffany's he went into a manufacturing business on a small scale for himself in East Twentieth Street. His trip was mainly to take in the scenes of his boyhood, and to see his parents. He was about thirty-eight years old. A widow and a young son and daughter survive him.

KRAEMER, HENRY, was employed in the Hoffman House as Superintendent of the bar, and was induced to make a trip abroad by his friend, Edward Halpon, another one of the passengers who lost his life.

TACOT, CHARLES, for nearly a score of years was a familiar figure in lower Sixth and Eighth Avenues of this city. He was a Frenchman, and adopted this country for so long as he should take to make his small fortune. He began as proprietor of a delicatessen store. He extended his business, and had one establishment on Lower Sixth Avenue and another at 249 Eighth Avenue. About three years ago his son was sent to France to serve in the French Army. Then some six weeks ago he sold out his business in this country, and decided to return and live in the fatherland upon the savings of his industry. His daughter joined the brother, who had just been discharged at the expiration of his term of service, and the father planned to go to them and unite the family. He was about fifty years old, and, besides the two children, leaves a widow.

HALPRON, EDWARD, lived at 154 East Fiftieth Street, and was the manager of Mazzetti's catering establishment, at Sixth Avenue and Forty-ninth Street. He was forty-five years old, married, and the father of one boy and three grown daughters. He was going to France on a pleasure trip, which he had been promising himself for twenty years.

JACOB, Mr. and Mrs. RICHARD and child, lived in West Thirty-second Street, between Seventh and Eighth Avenues. Mr. Jacob was employed in the Hotel Floret, at Fifth Avenue and Eighteenth Street. They were making a short trip to Europe for the benefit of the child's health.

KESSELER, the Rev. Father, rector of St. Joseph's Roman Catholic Church, in One Hundred and Thirty-fifth Street, was on his way to Europe to enjoy the first vacation he had had for thirty-five years. He was sixty years old, and his parishioners recently prevailed upon him to take a Summer's rest. A liberal sum was subscribed and presented to him for this purpose, and a large crowd of friends assembled at the French Line pier last Saturday to wish him a pleasant journey. Father Kesseler contemplated an extended tour through Central Europe.

KIEHL, Mrs. Jacob.—Among those reported lost is Mrs. Jacob Kiehl, who was proprietor of a restaurant at 411 Canal Street. The fate of the Kiehl family has been singularly connected with the history of La Bourgogne. Four years ago Jacob Kiehl was taken sick aboard her, died, and was buried at sea. Both Mr. and Mrs. Kiehl were Alsatians, and were married in the old country, coming to America sixteen years ago. The husband established a restaurant, and prospered. Mrs. Kiehl's brother made inquiries at the Bowling Green office of the Compagnie Générale Transatlantique yesterday, and was informed that there was little or no chance that his sister had been able to escape. She was thirty-six years old, and, besides her son, who is in a Paris school, leaves two young daughters in this city.

ROUSSEL, Mrs. ELISE, was the wife of Jules Roussel, publication agent, employed by the French newspaper Courrier des Etats-Unis. The couple, who were childless, occupied a top flat in the apartment house No. 174 West Ninety-sixth Street. Mrs. Rousell was a buyer for two large millinery houses in this city. She was on her way to Paris to purchase goods for the Fall trade. It was her intention to have gone abroad three weeks ago, but she was delayed by ill health. She had not quite recovered when she boarded the La Bourgogne.

SCHULTZ, ALBERT, wife, two daughters, and maid. Mr. Schultz was a member of the firm of Schultz, Tanner & Co. The family's home address is 214 East Eighteenth Street. Mr. Schultz was taking his family for a trip through Switzerland.

VAN CAUTEREN, Miss, and her brother, E. A., were on their way to their old home in France. She was a teacher of French in the Girls' High School of Brooklyn. The brother was a graduate of Cornell University, and had done considerable engineering work for the Government.

WOLGEMUTH, VICTOR, was an engineer in the employ of the Metropolitan Iron Foundry, and had started on a visit to his old home in Switzerland. His daughter, who is a school teacher in Grammar School No. 17, was to have accompanied him on the voyage, but abandoned her plans a few days before her father sailed.

McFARLAND, ANNA, who went down in La Bourgogne, lived in Brooklyn and was a trained nurse. She was accompanying Mrs. Judge Dillon and party to Europe in that capacity.

Out of Town.

AMBROSE, Brother, of Sacramento, Cal., was among those who were drowned on La Bourgogne. He was Principal of Sacramento Institute, conducted by the Christian Brothers, in that city.

ANGELICA, C. D., St. Louis, Mo.

ANGELL, A. E., member of law firm of Webster, Angell & Co., Cleveland.

ALDRIDGE, Mrs. Jules, New Orleans, La.

BANNWORTH, Mrs. Catharine, of Lancaster, Penn.

BORDE, Mrs. Dr. Robert, and child, New Orleans, La.

CRUMLEY, H. S., of the upholstering department of Sibley, Lindsey & Curr Company of Rochester, N. Y.; was unmarried and made his home with his parents in Kingston, Ontario. He was well known in social circles in Rochester.

DONELLI, ANTON, St. Louis, Mo.

FISTON, Mr. and Mrs. FRANK A.; Miss MARIE and Master FRANK FISTON, Tarrytown, N. Y.—They were on their way to Paris, where Mr. Fiston was to assume a position as representative of a New York firm. Mr. Fiston was twice marreid. Two children of his first wife are living in New York City.

FLUECKIGER, BERTHA and MARIA, Chicago, (second-class passengers.)

GRAF, ADOLPH, was accompanied by his wife and young child. He was twenty-two years old, and lived at 465 Clinton Avenue, West Hoboken. Adolph Graf, his father, says that his son and wife were accompanied by Charles Kellenberger and wife of 470 West Street, West Hoboken, relatives, whose names do not appear in the passenger list. They were on the way to visit relatives in Switzerland.

JACQUET, Mr. and Mrs. LEON, and child, were on a pleasure trip to Europe. They lived at 4 Atherton Street, Boston, and the husband was first flutist in the Boston Symphony Orchestra. Mrs. Jacquet, before her marriage was Minnie Witzler, and was a pianiste of note.

JOCOLAT, Mrs. AIMEE, who was among the lost of La Bourgogne, had been a resident of Hoboken for six years. She and her husband, Andre, lived at 126 Garden Street. They were engaged in the millinery business at 156 First Street. Mrs. Jocolat went every Summer to Paris to get the Fall fashions and buy material. She was forty-two years old. She has one daughter, also named Aimee, who is twenty years old.

KOPPE, Dr. and Mrs. SIMON, were on their wedding tour. Inquiries regarding the fate of the young couple were made at the company's offices yesterday by the Rev. R. J. Lang, pastor of the German Evangelical Church of Union Hill, N. J. He made them man and wife two weeks ago yesterday at the German Evangelical Church, in Thirty-fifth Street. Dr. Koppe was thirty-two years old, and resided in Philadelphia. He had recently received his medical degree at the University of Pennsylvania. His wife was Miss Rentz, who before the marriage lived with her parents at 212 West Thirtieth Street. The couple had been sweethearts for a long time, and their wedding was made one of unusual brilliancy. Dr. Koppe and his wife were going to Europe, to be gone two or three years. The husband was to complete his medical education at Paris. They had intended taking the French Liner sailing a week earlier, but postponed their departure for a week at the last moment.

KIDD, HENRY M.—He was a lawyer, amateur musician, and society man of Buffalo, N. Y. He was about twenty-six years old, and was a member of a representative Albany family. His mother was the daughter of Gen. Martindale of Rochester. His sister is the wife of Amasa K. Parker of Albany.

KNOWLES, Mrs. H. H., was Miss Plows of Louisville, Ky. Shortly after her marriage to Mr. Knowles she went to New Orleans with her husband to reside. The couple were for some years prominent in the social life of New Orleans. They afterward came to New York to live, but moved West two years ago. Mrs. Knowles was accustomed to spend her Summers abroad, and, with her sister, Miss Plows, was well known in the American colony in Paris. Her daughter, Gertrude, who was lost with her mother, was about fifteen years old.

LEGAS, Mrs. HELOISE, St. Paul, Minn.

LIVINGGOOD, Dr. L. E., reported as one of the victims, was a graduate of Princeton, class of '90, an instructor in French and German for two years, when he resigned to take a three years' course in the medical department of the University of Pennsylvania. He next became a Fellow at the Johns Hopkins University at Baltimore, and a year later was elected an instructor in pathology and continued in that capacity for two years. Recently he was chosen associate professor in pathology. He was on his way to Vienna to pursue his medical studies.

POLLOK, Mr. and Mrs. Anthony of Washington; were en route to Paris to visit their two nieces, who are in school there. Mr. Pollok is senior member of the firm of Pollok & Mauro, patent lawyers at Washington, and is a man of large means. He had crossed on La Bourgogne many times, and was a personal friend of Capt. Deloncle. The couple were delayed in reaching this city last Saturday, and boarded the steamer after some of her lines had been cast off. Their baggage was left behind, and a friend who called at the office yesterday to arrange for its being forwarded learned of the disaster. Dr. Pollok was born in Hungary, and was a graduate of the Ecole Centrale, a famous scientific school of the French capital. He was educated as a civil engineer, but after he came to this country, when he was about twenty-one years old, he studied and practiced law. After living in New York and New Jersey, he removed to Washington.

PICOC, Miss Marie; was a resident of Denver.

SOSA, PEDRO J., and his twelve-year-old son of Panama, were among the cabin passengers. Senor Sosa is a civil engineer of international fame. He was graduated from the Rensselaer Polytechnic Institute at Troy, N. Y. His work in connection with the Panama Canal gained for him the order of the Chevalier of Honor at the hands of the French Government. He was an intimate friend of De Lesseps. He was bound for Paris as an expert member of a commission appointed to decide upon the best method of completing the canal. Senor Sosa was a man of considerable wealth. His family live in the suburbs of Panama. He was about forty-five years old.

STEPHANS, Mrs. LENA, and her daughter LENA, sixteen years old, of Dover, N. J. Mrs. Stephans was the wife of Walter Stephans, proprietor of the Swiss Knitting Mills at Dover. They were on their way to

Proposed Alliance with England.

If the United States and England should form an alliance, the combined strength would be so great that there would be little chance for enemies to overcome us. In a like manner, when men and women keep up their bodily strength with Hostetter's Stomach Bitters, there is little chance of attacks from disease. The old time remedy enriches the blood, builds up the muscles, steadies the nerves, and increases the appetite. Try it.

Basel, Switzerland, where a reunion of the Stephans family is to be held.

VASHER, JULES, was a silk designer of Paterson, N. J. He was bound for Europe in the interests of his firm. He was fifty years old, and considered one of the most skillful designers in the business.

WALTER, Prof. E. L., Ann Arbor, Mich.—Prof. Walter occupied the chair of Romantic Languages and Literature in the University of Michigan.

WATER, Prof. E. L., Cleveland.

WRIGHT, W. A., Chicago; foreign buyer for Mandel Brothers.

WILLIAMS, the Rev. Father **JOHN** of Ellsworth, (supposed to have perished.)

WHITNEY, Mrs. THOMAS H., wife of a well-known banker of Washington. She and their eight-year-old daughter, with their maid, were passengers. They were on their way to Paris to join Mrs. Whitney's mother. The child was so ill last week that it was a question whether or not to postpone their trip, but it was decided at the last moment to undertake the voyage. Mr. Whitney was preparing to spend the Summer on a Western ranch, and was in this city on the way thither when he heard of the catastrophe yesterday morning. He was almost prostrated with grief and anxiety.

EMIL WUERTZ was a sculptor, forty-two years old, and lived in Omaha. He came to this city two weeks ago and visited his mother and three brothers, who live at 245 East Eighty-third Street. He was on his way to Paris, where he expected to remain until after the exposition in 1900. He was unmarried. The publication of his name in connection with those of two children grows out of the fact that when he applied for passage he had to take a berth in a room with these children. Mr. Wuertz was born and educated in Germany, and studied sculpture in Paris. He came to this country about twenty years ago, and soon afterward went to Omaha, where he established himself. He took two prizes for sculpture at the World's Fair in Chicago, and one at the Tennessee Centennial Exposition. His mother does not know of his death. She is very old and her other sons fear that the shock will kill her.

MARY MARTIN, California.

A. REGGIARDI, Santa Cruz, Cal.

P. PAMPANIN, California.

LOUIS HANDU, California.

MARY RABOLI, California.

C. ALBERTS, California.

G. CARNOTO, California.

B. BARTRAMI, Los Angeles, Cal.

All, except one, steerage.

CHICAGO, July 6.—E. R. Rundell, 749 West Monroe Street, Chicago; Mrs. Edwin S. Osgood, Austin; Master E. S. Osgood, Austin; Mrs. James Marshall, 1,724 York Place; Mrs. E. C. Cook, Chicago; Miss Frances Hess, 77 South Prospect Street, Grand Rapids, Mich.; Miss Eleyn Reeves, 5,437 Madison Avenue, Chicago; Miss Harriet M. Tower, 1,248 Adams Street, Chicago; Mrs. H. H. Knowles, Miss Gertrude Knowles, T. A. Wright, 36 La Salle Street, Chicago, were booked at Chicago as cabin passengers. E. R. Rundell has been Vice President of the Economist Publishing Company since its organization, in 1888. Mr. and Mrs. Rundell were accompanied by Mrs. Edwin S. Osgood and her son Edward. Mrs. Osgood was a sister of Mrs. Rundell. She was the wife of Edwin S. Osgood of the firm of Osgood & Co., electrotypers. Mrs. James Marshall was the wife of James Marshall of the abstract department of the Chicago Title and Trust Company. Mrs. E. C. Cook was a sister of Mrs. Marshall. Miss Frances Hess has been a teacher in Lewis Institute, Chicago. Accompanying her was Miss Eleyn Reeves, who has been for three years a teacher at Lewis Institute. Miss Harriet M. Tower has been employed as a teacher in the Garfield School. T. A. Wright has an office at 36 La Salle Street.

BOSTON, July 6.—At the local office of the French Line steamship company in this city, it was said that nine passengers on La Bourgogne registerel from Boston as follows:

Miss Minnie Connor, buyer, C. F. Hovey & Co.; Albert Weiss, music teacher, Roxbury; Leon Porteau, musician, Roxbury; Mrs. Leon Porteau, Mme. Vallade, mother of Mrs. Porteau; Leon Jacquet, musician, Roxbury; Mrs. Leon Jacquet and infant son, Mme. Vert Arrouet, modiste, Boston; the Rev. W. G. Webster, Providence.

The local office thinks it is possible that others from this city proceeded direct to New York and engaged for their passage there. As soon as the news of the disaster became known a story started that at least fifteen members of the Boston Symphony Orchestra were on board.

It appeared, however, that only three of the players were included among the passengers. They were Messrs. Weiss, Porteau, and Jaquet. The other players, with their families, comprised a party en route to visit relatives in Europe.

PROVIDENCE, R. I., July 6.—The Rev. W. G. Webster, who was one of the cabin passengers, reported lost on the ill-starred Bourgogne, was a well-known and very highly esteemed resident of this city. After a university education in this country, he traveled extensively, and on his return was appointed a teacher in the High School.

Three years ago he became an instructor at Brown University. He was ordained into the priesthood of the Protestant Episcopal Church in this city by the Rt. Rev. Dr. McVickar, Bishop Coadjutor of Rhode Island, last Ascension Day, and was one of the clergy of St. Stephen's Parish. He was on his way to make an extended tour of Europe by the advice of his physician. He was a son of Josiah L. Webster, a prominent resident of this city, and was unmarried.

BALTIMORE, July 6.—Six Baltimore residents were aboard the Bourgogne. They were Dr. L. B. Livingood of the Johns Hopkins Hospital; Ralph Leon Williams, Mr. and Mrs. Antoine Achard, Miss Marie Achard, and Antoine A. Achard. Mr. Williams was a teacher in one of the Baltimore schools. Mrs. Achard was the buyer for the millinery and dressmaking department of Joel Gutman & Co. Her husband and two children always accompanied her.

WORCESTER, Mass., July 6.—So far as can be learned, the only Worcester people on La Bourgogne was a party of Assyrians. They were Baadway Peter Habib and wife, Najab Peter Habib, Mary Peter Habib, and Solomon Aronian, who were on their way to Marseilles.

AT THE COMPANY'S OFFICES.

Sad Scenes Enacted by the Friends and Relatives of La Bourgogne's Passengers.

Some sad scenes were witnessed yesterday in the offices of the French Line, on Bowling Green. Shortly after 10 o'clock the friends and relatives of those who had sailed on La Bourgogne on Saturday began to arrive, and from that hour until late at night there was a steady stream of men and women passing in and out with anxious faces. None of these lingered very long. There was no hope or comfort to be obtained there.

Until late in the afternoon no information of any kind was given out by the officials of the line. Consternation pervaded the offices when the news that the Bourgogne had been sunk reached there at 8 o'clock. The officials and clerks seemed temporarily stupified, and for a time business was at a standstill. The General Agent of the line, M. Bocande, went to Paris on a business trip about three weeks ago, and Paul Faquet, the Assistant General Agent, is in charge of the offices during his absence.

Within an hour the news of the disaster had spread throughout the shipping district, and many steamship men found their way to Bowling Green. The French Line offices were soon besieged by a crowd of reporters, telegraph messengers, and persons who had been attracted through curiosity. These stormed the clerks and officials for some authentic news, but the latter protested helplessly that they knew nothing officially of the disaster. This was the answer given over and over again.

Those who had relatives and friends on the lost steamer only had two inquiries to make: "How many were saved, and who?" The reply they received was the same as that given to the hundreds of different questions which had been asked by those who came before them: "We know nothing." The officials of the line were plainly confused and staggered by the ever increasing procession of callers. The women were by far the most importunate. They went from one clerk to another, begging that they might be told even the worst, and finally departed unsatisfied.

One of the first callers was Thomas H. Whitney, a banker of Washington, whose wife and child had sailed on the Bourgogne. He was almost distracted with grief and anxiety, and had to be supported by a friend. He could scarcely speak for emotion, and left word that he should be instantly notified when it was learned whether his wife and child were lost.

Some of the Callers.

Later came two young men who had been ushers at a wedding last Thursday, and two days later had thrown rice at the departing bride and groom on the pier, as the Bourgogne bore them away on their wedding journey.

One of the saddest cases that came to light was that of a whole family from Pocantico Hills, Westchester County, which was on the lost vessel. The family consisted of Mr. and Mrs. Frank Fiston, Miss Marie Fiston, and Master Frank Fiston. A big party of friends had seen them off at the dock, and some of these friends were asking about them yesterday and learned that they were dead.

Telegrams were constantly arriving from various cities throughout the country containing inquiries concerning the safety of different passengers on the steamer. These accumulated in a vast heap on the desk of the distracted officials.

Among the callers during the afternoon was the Rev. R. J. Lang, pastor of the German Evangelical Church at Union Hill, N. J. Two weeks ago yesterday he had married Dr. and Mrs. Simon Koppe, who were on the ill-fated vessel on their wedding trip to Paris, where the young physician was to spend two years in study.

Miss Minna Walgemuth, a self-contained little woman, with eyes swimming in tears, said that her father had sailed on La Bourgogne for a visit to Switzerland, his native land. She was to have gone with him, but at the last moment had given up the journey. She is a teacher in Grammar School No. 17.

Thus the procession passed throughout the day. There were no violent outbursts of grief and not much noise. Questions were asked and answered in many different tongues, and the general bustle and confusion were continuous, but there was no wild excitement. Only now and then a woman's broken sob varied the low-voiced murmur of the throng.

At 1 o'clock Mr. Faquet announced that he had telegraphed three times to Halifax for the names of the survivors, and had not received any reply.

He said the list of survivors would have to be checked over by by his agents in Halifax before he could get it correctly. No record is kept of the addresses of passengers at the company's office, and the agent was unable to tell how many lived in this city. He said that some of the passengers were booked by out-of-town agents, but he had no information as to where these passengers lived.

No Roster of the Crew.

It was further announced that no roster of the crew was kept in this city, and that only the names of the principal officers were known here. It was not until late in the afternoon that any word of the disaster came from Halifax direct to the officials of the line here. At 3 o'clock a cablegram was received from the Halifax agents announcing the destruction of La Bourgogne with all her first cabin passengers, and all her officers except four, and that the survivors had been saved in three boats and four rafts. A list of the survivors was received a little later, but Agent Faguet declined to make it public for some time, on the ground that he wished to be very sure and spare unnecessary anguish that would be caused by false hopes based on the reports.

All callers at the office after the names of the survivors had been received were taken into an inner office, where the list was shown them. Only one or two came out with cheerful faces, nearly all were weeping and sick of heart. To those who could not find the names of their loved ones on the small list Agent Faguet held out the hope that there might be an error somewhere—that the list might yet be added to later.

Acting Agent Faguet said late yesterday afternoon that he had not yet learned officially the cause of the sinking of La Bourgogne or the details of the catastrophe, but from the small number of officers surviving, he inferred that the officers of the vessel had done their duty, and he was confident that the crew had done everything possible to save the passengers. He said he had cabled the Halifax agents to give the surviving passengers the choice of returning to New York either by rail or water. Some of them probably left there last night.

Assistant Manager Faguet said last night that he believed, though not advised absolutely, that a portion of the rescued persons from La Bourgogne had taken a steamer last night from Halifax for Boston, en route to New York. He has sent the following note to Cunard & Co., the Halifax agents:

"See that passengers, officers, and crew are well taken care of. Furnish clothes if necessary, and forward to New York by rail or sea as early as possible."

It was expected that many would come by rail, reaching here by Saturday. Some passengers from Canada or the West will if they desire be forwarded direct without coming here. Mr. Faguet, his secretary, and two clerks remained at the office on Bowling Green all night. Very few called during the night, as every one interested living near the city had apparently visited the office during the day.

Mr. Faguet was bordering on a state of exhaustion. The ordeal of the day had been a painful one. "I had to break the sad news to very many, and I have seen such sorrow as only death can bring. 'Give me back my wife, my husband, my child,' they have cried to me. My heart was full for them."

THE SAILING ON SATURDAY.

La Bourgogne Carried a Cargo Valued at $300,000 and Much Mail.

The steamship La Bourgogne sailed from the French Line pier, foot of Morton Street, North River, at 10 A. M. Saturday in command of Capt. Deloncle. She carried 83 first, 123 second, and 297 steerage passengers, and her crew all told numbered 222, a total of 725 souls on board.

She carried a general cargo valued at about $300,000, about 1,000 tons dead weight, and 170 bags of mail. There were 150 shippers of cargo, who insured their own goods, and the amount of insurance was not known to the officials of the French Line. The manifest filed at the Custom House contained the following items: Forty-five bags of coffee, $450; 30 bales of skins, $400; 15 boxes of machinery, $1,044; 15 boxes of bicycle materials, $270; 4 cases of machinery, $1,079; 153 cases of sewing machines, $3,368; 3 bales of domestic goods, $298; 24 cases of raw silk, $10,500; 1 case of dry goods, $122; 250 bundles of hides, $1,420; 100 bags of shells, $2,400, and 1 case of leather, $700.

These goods, entered on the manifest proper, were of a total value of only $21,851, but the larger part of the cargo is on the supplementary manifest, which the officials said yesterday would be ready to give out to-day. The principal part of the cago, they said, was agricultural machinery. There was no specie aboard.

The mail, according to the Post Office officials, comprised the following:

Seventeen hundred and seventy registered letters, 66 bags of letters, 101 bags of printed matter from New York City, a small quantity of foreign mail for France from Chile, Equador, Japan, Mexico, Venezuela, and Curacao 160 money orders for Italy, amounting to $3,731; 55 money orders for Switzerland, amounting to $545; 103 money orders for France, amounting to $1,643; a small quantity of letters from different parts of the country outside of New York City.

LA BOURGOGNE COST $1,600,000.

The Insurance Placed in France and the Amount Unknown.

La Bourgogne when built cost $1,600,000. Her value when lost was variously estimated between $750,000 and $1,000,000. The insurance was placed by the home office, mainly, it is believed, in France, and its amount is unknown to the agents here.

La Bourgogne was built by La Société des Forges et Chantiers de la Mediterranée, at La Seyne, near Toulon, in 1886. She was a single screw steel vessel, double-decked, and subdivided by eleven transverse bulkheads, with water ballast.

She was of 7,395 gross and 2,907 net tonnage, her dimensions being 480 feet length, 52.3 feet beam, and 31.1 feet depth. She was last surveyed at New York in January, 1894, but she had last Spring been thoroughly overhauled in France, being equipped with new boilers that increased her speed half a knot, and at the same time having two of her masts removed, so that she had left two pole masts. Her engines were of the two-cylinder compound type, and of 8,100 horsepower.

Her single propeller weighed 26 tons, being 22 feet 8 inches in diameter. Above the main deck were the saloon and promenade deck. She had accommodations for 225 first saloon passengers in 85 state rooms, and 72 second cabin in 12 state rooms. She belonged to the French Naval Reserve, and was fitted with platforms for the installation of guns.

La Bourgogne made the transatlantic run usually in eight days, and had she not met her doom off Sable Island should have reached Havre on next Sunday. She was rated an eighteen-knot vessel.

PREVIOUS DISASTERS AT SEA.

The sinking of La Bourgogne adds one to a striking list of steamship casualties in Atlantic travel in the last sixty years. One of the earliest of these was the President, one of the British and American Steam Navigation Company's vessels, which was never heard of after March 11, 1841, the day she put to sea with 136 persons on board. The first great Atlantic casualty of the early fifties was the loss of the British steamship City of Glasgow of the Inman Line. She left Liverpool on March 4, 1854, with 873 passengers and officers and crew numbering 74 on board, and was never heard of after.

Her owners, Richardson Brothers, issued a letter to the public over two months after her departure, saying they thought she must have been caught in the ice off Newfoundland, and they had no fears for her ultimate safety, as she left port in perfect condition, and could use her sails when coal gave out. The Inman Line ship City of Philadelphia was wrecked off Cape Race on Sept. 9 of the same year, but no lives were lost at that time.

It was on Wednesday, Sept. 27, just two weeks later, that the American steamship Arctic of the Collins Line was lost off Cape Race, which is the southeastern extremity of Newfoundland, and lies northeast of Sable Island, off which the Bourgogne met her fate. The Arctic was run into precisely at noon by the French "propeller" Vesta, which later put into St. John with a few of the Arctic's passengers on board,) and sank four and three-quarter hours afterward, causing the loss of 322 lives. The tragedy startled the civilized world at the time.

The Arctic was a powerful side-wheel vessel and left Liverpool with 226 adult passengers, some children, the number of whom was not recorded, and officers and crew numbering 175, on board. She carried a heavy mail and valuable freight. The collision occurred in a dense fog while the Arctic was steaming thirteen knots an hour and the Vesta sailing east at a brisk rate. The latter vessel stove in the starboard bows of the Arctic, and made off in the fog after picking up a few passengers. A panic on the Arctic followed the collision.

In the midst of it, Stewart Holland, a young engineer, displayed his cool bravery by devoting himself to firing the signal gun every few minutes until there was no further use of doing so. When the last boat was lowered and put to sea, the Duc de Grammont, a young Frenchman, leaped into it, and was thrown overboard by the other occupants, who thought the boat had all it could carry, and thus perished.

The first boat picked up contained thirty-two persons, among them George H. Burns, the first man to bring the news to this city. They were rescued by the bark Huron, from which a long boat was put out to the scene of the wreck, where a raft was lying that had held seventy-two persons. Of these Peter McCabe, a young man employed as waiter in the second cabin, was the only survivor, the others having all died or been washed overboard by 8:30 P. M. Wednesday, the last man to die having told McCabe the hour five minutes before he expired. The latter had clung to the spars twenty-six hours when taken off. Capt. James C. Luce of the Arctic was one of the seventy-nine people saved, having been picked off another raft. The Collins' Line lost another vessel in the Pacific two years later. She left port on Sept. 23, 1856, with 240 persons on board, and was never heard of again.

The burning at sea of the Hamburg-American Line steamship Austria, which took place on Sept. 13, 1858, was another frightful catastrophe. The Austria left Hamburg for this port on Sept. 1, touching at Southampton three days later, and took fire at 2 P. M. on the 13th, when in the line of ocean travel, half way between Southampton and New York. The flames were first noticed starting from the entrance to the steerage.

People jumped in groups into the sea to choose an easy death. One Hungarian blessed six of his children and then forced them and their mother to jump overboard, he following with his baby in his arms. Sixty-seven people were picked up from boats the next day by the French bark Maurice and taken to Halifax. Those who perished numbered 470.

The next disaster in transatlantic travel comparable to the loss of the Austria was the loss of the British vessel Atlantic, owned by the Oceanic Steam Navigation Company, which was wrecked on April 1, 1873, near Halifax, 585 persons losing their lives.

Thet Atlantic, commanded by Capt. Williams, left Queenstown, at which she touched on her way to this port from Liverpool, with 952 souls on board, not including a small number of stowaways. A heavy storm came on when she was off Halifax, and as she was short of coal at that time for some inexplicable reason her Captain decided to make that port. The vessel went ashore on Mars Head, at Cape Prospect, about 2 A. M. on April 2.

Two hours before that her Captain and officers believed they were making straight for Sambro light. An attempt was made to cut away the boats after the vessel struck, and one was soon filled with passengers. But the vessel suddenly heeled over to leeward, falling on her beam ends, and sank almost immediately, along with the boat already referred to.

To add to the horrors of the catastrophe the hatches had been fastened down when the seamen saw the vessel had struck, and although the hatches above the men's compartment were broken, so that the male steerage passengers escaped, the women and children in the other compartment were shut off from all chance of life.

The steamer was close in-shore when she struck, and one of the seamen, under direction of the third officer, managed to swim to a near-by rock with a line. By means of this line the third officer and several passengers were landed on the rock, where some of them lay down in exhaustion and froze to death. The line was finally got ashore, and with the help of some fishermen about 250 men got to land upon it.

One child, John Hendley, twelve years old, was saved, but every woman was drowned. A number of passengers reached near-by rocks and some of these, as well as some who clung to the ship's rigging, were taken off in boats which put out from shore. None of the Atlantic's boats could be used. The vessel was pounded to pieces on the rocks. The stowaways from the Atlantic robbed many of the dead bodies washed ashore.

On Nov. 22, 1873, the French liner Ville du Havre of the Compagnie Générale Transatlantique, the line that owned La Bourgogne, was sunk in collision at sea, and 226 people perished. The Ville du Havre was bound for Havre from this port and was seven days out. It was 2 o'clock in the morning when she was struck by the British sailing vessel Loch Earn, on her way from London to this port.

The Loch Earn, which was of 1,200 tons burden, was going before the wind with all sails set, and as the wind was a heavy one, she was making rapid progress. Her bow cought the Ville du Havre amidships with a terrific crash, making a chasm 12 feet high and 25 to 30 feet wide, and badly damaging her own bow above the water line. She went a mile before stopping, and then came about and got out four boats to pick up the people struggling in the heavy sea.

The Ville du Havre's whaleboat was also out and picked up some of the unfortunates. The ship Trimountain, from New York, which was sighted six hours after the steamer sank, took the eighty-seven persons who were rescued from the Loch Earn, and took them into Cardiff. Capt. Surmont of the Ville du Havre, five officers, fifty-four of the crew, and twenty-seven passengers constituted the survivors of the wreck.

The steamship Europe, also of the Transatlantique Line, was lost the following year by foundering in mid-ocean, while on her way from Havre to this port. She left Havre on March 27, 1874, and sprung a leak about April 1 The steamer Greece, coming from Liverpool and Queenstown to this port, encountered the Europe, which had eighteen feet of water in the engine room, on April 2, and took off the 400 persons aboard.

The Greece then proceeded to New York, leaving her first officer and twenty men on the foundered vessel in the hope of saving her. The crew of twenty-one sighted the Egypt, bound from New York to Queenstown, and asked to be towed in. The Egypt took the Europe in tow, but the water so gained in her that the First Officer and men of the Greece went on board the Egypt, and the Europe was left to her fate.

A terrible disaster on May 7, 1875, was the wreck of the German steamship Schiller of the Eagle Line, Capt. J. G. Thomas, which sailed from New York on April 28, bound for Hamburg. On coming near the Scilly Islands on May 7, some thirty-five miles southwest of Land's End, there being a heavy fog, the vessel struck on the Retainers' Lodge, near Bishop's Rock, in a terrific sea.

Only one or two of her boats could be used, and Capt. Thomas at one time had to fire into the body of men, who threatened, in their desperation, to swamp them. Most of the forty-three persons saved were picked up on boats which put out from the islands. Three hundred and twelve persons were drowned.

The loss of the Hamburg-American Line vessel Cimbria, by collision with the steamship Sultan, through a cause not clearly understood, took place in the North Sea on Jan. 19, 1883. The Cimbria was on her way from Hamburg to Havre, carrying 360 passengers and officers and crew numbering 110. Only 67 persons were saved, and these by vessels which put out to sea from neighboring shores and picked up the Cimbria's boats, or took passengers from the vessel's rigging, where some of them had clung for ten hours.

The sinking of the Oregon by a three-masted schooner off Fire Island on March 14, 1886, shortly before daylight, awakened intense interest at the time in this city. The Oregon, a Cunard vessel, left Liverpool for New York on March 6, and was struck by the schooner when not far from Shinnecock Light, sinking eight hours later, but not till the 896 persons aboard of her had been safely transferred to the German steamship Fulda and brought up to the city.

The loss of life in the sinking of the iron bark-rigged steamer Utopia of the Anchor Line off Gibraltar, whither she had arrived from New York, was tremendous. The Utopia was approaching the Gibraltar anchorage on March 17, 1891, early in the evening with 880 persons on board and a heavy sea running.

The gale made her so unmanageable that she fouled the bow of the British ironclad ram Anson, thus getting her death blow. She drifted about thereafter at the mercy of the elements, the sea making the work of rescue difficult for the boats of the British Channel Squadron at Gibraltar, which undertook it. The Italians on the Utopia started a panic and fought their way desperately to the boats as they approached. The drowned numbered 563.

After the loss of the Utopia, the first great disaster on the Atlantic was the sinking of the North German-Lloyd steamship Elbe, bound from Bremen for this port, early on Wednesday morning, Jan. 30, 1895. The Elbe, which carried fifty cabin and 149 steerage passengers, and 155 officers and seamen, and was commanded by Capt. K. von Goessel, who lost his life in the disaster, was run into by the British steamer Crathie, fifty miles off Lowestoft, coast of Suffolk, England. She was to touch at Southampton, and some of her passengers were for that port.

A heavy sea was running as the Elbe steamed on her southward course, firing rockets at frequent intervals to warn other vessels to keep out of her way. The Crathie, which was going about northwest, was reported to have come on quite heedless of the warnings, and without abating speed. She struck the Elbe abaft the engine room, and then, upon getting free, her bows being badly stove in, steamed away eastward to put back into Rotterdam. Capt. Gordon said that the collision was unavoidable, and that he did not stop to look out for the people of the Elbe, because he believed his own ship to be in a sinking condition.

When the Elbe's passengers were summoned out into the cold air of the dark January morning to find the vessel sinking, a panic ensued. It was every one for himself when the boats were lowered, and men fought their way to them in desperation. Only one woman, Miss Anna Buecker, who was on her way to France, via Southampton, was rescued. She was picked up out of the icy water by a lifeboat, which was later sighted by the fishing-smack Wild Flower, which brought the lifeboat's passengers into Lowestoft at 5:40 P. M., their garments frozen stiff and their hair coated with ice. The survivors numbered 20, so that 334 persons were lost.

The wreck of the French steamer Ville de Ste. Nazaire is still fresh in the public's mind. The ship left New York for West Indian ports in the service of the same line to which La Bourgogne was attached, on March 6, 1897 and was to have reached Puerto Rico on March 11. A heavy sea caught her off Cape Hatteras on Monday, March 8, and completely overwhelmed her.

Of the 82 persons on board, 24 were picked up in small boats by various vessels after suffering horrible tortures of hunger and thirst; 1 died in these boats, and 7 were unaccounted for. The wreck of the Veendam of the Holland-American Line, which left Rotterdam for this port on Thursday, Feb. 3, of this year, with over 200 people on board, and struck a submerged wreck when three days out, is another recent disaster. Every one on board of her was rescued by the American liner St. Louis and taken into this port.

DISASTERS ON THE FRENCH LINE.

The vessels of the Compagnie Générale Transatlantique which owned La Bourgogne, have figured in various sea disasters. Reference to two of these, the sinking of the Ville du Havre and the Europe, has already been made in a previous story. La Bourgogne herself has figured in a collision with a smaller vessel before, and at that time sank the ship she struck, without receiving very serious damage.

The unfortunate vessel was the Ailsa of the Atlas Line, the vessels of which ply between New York and South and Central American and West Indian ports. La Bourgogne was outward-bound for Havre, on Feb. 29, 1896, and struck the Ailsa while going through the Narrows. The latter vessel had swung out from her pier on the North River at noon, and headed down the stream. The weather, which was thick then, came on a dense fog later, blowing from the sea.

The vessel was anchored at the pilot's advice, and shortly after 2 o'clock La Bourgogne smashed into her port bow, eight feet abaft the prow, and crushed through the collision bulkhead. The bow was half way severed. The Ailsa had been blowing her fog whistle shortly before the accident.

The Ailsa, which was a vessel of 2,061 gross tons, 290 feet long, settled quickly. La Bourgogne, which had barely felt the shock, backed away in the fog, as the Captain did not believe any damage was done, and intended "to run around and anchor under her stern." He lost the Ailsa in the fog, but anchored in a few minutes. La Bourgogne had one plate broken fifteen feet above the water line. Those on board the Ailsa found safety through the ship's boats and by the aid of the tug Harold, which came to the rescue. The next day La Bourgogne put back to port for repairs The day after that she sailed for Havre.

On Aug. 2, 1896, La Bourgogne brought into this port the captain and crew of the German bark Ernst, which she had rescued on the July 27 previous, in midocean on her way over from Havre. The weather was hard at the time. The lookout spied a boat in distress on the port bow at 8 A. M., and the steamship's course was changed so that she lay to when about 200 yards to leeward of the sailing vessel.

Second Lieut. Answorth and five men were ordered to lower a boat and make for the bark, on which there were twelve men. All were gotten safely away by the boat's crew from La Bourgogne without a mishap, in spite of the weather. The Ernst was from Carnarvon, Wales, and bound for Shediac. N. B., under command of Capt. P. Ahrens. She was an old bark, and sprang a leak in the heavy sea. She was left to her fate.

The anxiety over La Champagne last February, when people were expecting the overdue vessel from Havre, is well remembered. Another vessel of the French Line which caused a similar anxiety by being overdue in February, 1895, is La Gascogne. La Champagne ran ashore in the mud at Fort Hamilton on May 6, 1894. La Bretagne also ran aground on Fire Island on March 19 of that year.

In July, 1895, a fire started in a cargo compartment of La Normandie on her way over to this port from Havre, which was subdued after several hours' work. On La Touraine's voyage to this city from Havre in August, 1895, one of the plates in her engine room became injured so that she had to do without the use of her port engine for awhile.

Sable Island Dangerous.

Sable Island, where La Bourgogne was sunk in collision, is a dangerous spot. The Hungarian of the Allan Line, British, was wrecked there on Feb. 20, 1860, and 237 lives were lost. The British vessel Georgia of the National Line was also wrecked there on Aug. 4, 1863, though none was lost in that casualty. The State of Virginia, British, of the State Line, was stranded on Sable Island on June 15, 1879, and nine persons perished.

THE BOURGOGNE'S CAPTAIN.

Capt. Louis Deloncle, who commanded La Bourgogne had been in the employ of the Compagnie Générale Transatlantique for about five years. He was formerly Captain of the Normandie, and was considered one of the most efficient and trustworthy officers of the fleet. While on the Normandie he and the Second Captain, Dupont, distinguished themselves by their cool and courageous behavior when the vessel took fire on the high seas, and both officers received gold medals for their gallantry.

Capt. Deloncle came from a distinguished family in France. His brother is an ex-member of the Chamber of Deputies, where he had a seat for seven years, but was defeated in the last election by Count Castellane. The Captain was formerly a "Lieutenant de Vaisseaux," which corresponds to the American rank of navigating officer, in the French Navy. He published a book on marine manoeuvres, which is the standard in French naval schools, and he was teacher of tactics in the School of Gunnery. He was to have commanded one of the new vessels of the company, either the Alsace or La Russie, for the Exposition traffic in 1900. He was forty-four years old, and a wife and four children, who live in Havre, survive him. His eldest son, a boy of seventeen, died two months before he sailed on his fatal trip. He was one of the most popular officers in the service, and was known among his colleagues as "Loup de Mer" (sea wolf) on account of his thorough knowledge of naval affairs.

THE "TERRIBLE TURK" LOST.

Yousouf, who was lost on the La Bourgogne, came to this country last Winter with a reputation of being the best wrestler in the world. His enormous size and brutal tactics when wrestling won him the title of the "Terrible Turk." He had met every foreign wrestler of note, and when he came to this country William A. Brady became his manager and arranged a match with Ernest Roeber. The men met in Madison Square Garden on March 25. It was the Turk's first appearance, and the building was packed. Yousouf lost on a foul, having forced Roeber off the platform and rendering him helpless.

The men met again in May at the Metropolitan Opera House, and the Turk came near causing a riot by his foul tactics. Yousouf afterward met Herakildes, the Greek wrestler, and won easily, after nearly breaking the Greek's neck.

Manager Brady was seen in his office, in the Manhattan Theatre, last night. He said Yousouf's contract with him expired last Friday in Buffalo. The Turk then came to New York and called at Mr. Brady's office to say good-bye, explaining that he would sail the next morning on the French Line steamer.

He had $8,000 in French gold coins and $3,000 in American money with him.

B. Altman & Co.

Have made large reductions in prices of INFANTS' WEAR, including the balance of Summer styles in Short Coats, Reefers, Hats, Caps, Bonnets, Long and Short Slips, Gingham Dresses and Imported Novelties.

Nineteenth Street and Sixth Avenue.

GERMANY MADE ANXIOUS

Our Growing Sea Power, It Is Predicted, Will Involve Great Exertions on Her Part.

AMBASSADOR WHITE'S SPEECH

Berlin Correspondent of The London Times Says It Has Contributed, with Our Successes, to Impress the People.

LONDON, July 7.—The Berlin correspondent of The Times, commenting on the profound impression produced by the American successes and Ambassador White's speech on the German mind, quotes at length from The Frankfort Zeitung, which defends the United States against German newspaper attacks, and predicts that a friendlier feeling will now prevail. The Berlin Post, the correspondent says, seems rather embarrassed by Ambassador White's speech, but is disposed to admit that the speech "will materially help to dispel the unfriendly feeling which threatened to arise between the Americans and Germans."

The correspondent says:

"America will be well advised not to exaggerate the significance of German press opinions, friendly or the reverse, except where they bear the direct impress of official inspiratioin. Occasionally, however, a German journal reflects with wonderful accuracy of intuition, feelings which actuate wide and influential circles in the German Empire. Thus the Neueste Nachrichten, while welcoming the friendly words of Ambassador White, expresses its anxiety concerning the growing sea power of the United States. It finds that if the gigantic developments of the British Navy is accompanied by the growth of a great American fleet, the maintenance of the balance of power will involve great maritime exertions on the part of Germany. The German Nation, this paper says, will be compelled to face this necessity, even though it may be convinced that the German and American flags will always fly in friendship and never in opposition."

BERLIN, July 6.—The speech delivered by the United States Ambassador to Germany, Andrew D. White, at the Fourth of July banquet at Leipsic last Monday, has been printed widely in this country, and is much commented upon.

The Frankfort Zeitung prints the speech verbatim, comments favorably upon it, and says Mr. White's utterances ought to be heeded here.

The Tageblatt asserts that it will find an echo far and near. Other papers, however, omit the portions which were unfavorable to Germany.

The Lokalanzeiger says Mr. White forgot to set forth the reasons why Germany does not favor America during the present war.

The Foreign Office has sent Emperor William a copy of the Ambassador's speech, with the comments of the leading papers.

GERMAN-AMERICAN TROOPS.

Regiment Offered the President, Which He Will No Doubt Accept—Grateful to Resident Germans.

WASHINGTON, July 6.—A delegation of representative German-American citizens of Chicago, consisting of Messrs. George Schneider, E. G. Halle, F. J. Dewes, Otto C. Schneider, and Joseph Brucker, called upon President McKinley to tender to him the German-American regiment recently organized of German-American citizens of the State of Illinois, principally Chicago. They were introduced by Controller Charles G. Dawes. Accompanying the committee were Congressman Boutell of Chicago, Mr. Bartholdt of St Louis, and Secretary Gage; also Alexander H Revell, who had come with the committee from Chicago.

The President received the gentlemen in his Executive office, and the object of the visit was stated by the committee and heartily seconded by the others present.

The offer of the regiment was based upon the fact that the German-Americans have at all times been ready to loyally support the Government of the United States, and more especially in times of a crisis like the present, and that they were thoroughly in accord with the wise and conservative course of the President.

The President was seemingly touched by the expressed sentiments, and said the loyalty of the German-Americans was undoubted and undisputed, and although there were many German-Americans already enlisted he would be only too glad to accept the offer if existing laws would empower him to do so. He said he was present at Washington when Secretary Seward, about to inform our Ministers abroad of the fall of Richmond, asked President Lincoln what he should say to the Minister in Germany.

"Tell him," said Lincoln, "that the Germans have fought nobly on every battlefield in defense of the Union." Mr. McKinley expressed his wish to have an opportunity to comply with the request of the committee, and thanked them heartily for the tender of the regiment.

The committee left with the impression that such an opportunity is near at hand.

FRANCE WANTS US TO WIN.

So Says Prof. Maury, a Distinguished French Citizen Now Visiting in This Country.

Prof. Bonet Maury, the distinguished French scholar and Protestant theologian, and son of Gen. Maury, who won high honors under Napoleon Bonaparte, arrived here yesterday as a cabin passenger on the White Star Liner Majestic. He will deliver a series of lectures at the Chautauqua Summer School and at the Chicago University, and will return in September to the Protestant University, at Paris, of whose senate he is a member, and where for many years he has filled the Church History chair.

"France," said Prof. Maury in an interview yesterday, "has declared her neutrality and will adhere strictly to that declaration. Of course, there are parties in France, each of which looks at affairs in a different light. The Roman Catholic Party and the Monarchists certainly sympathize with Spain because religion and royalty are strong ties. The Republicans and the Liberals, however, sympathise with the United States. The French newspapers, notably Siècle and Aurore in their articles have had a strong leaning toward the American side of the question now being settled by war.

"France to-day wishes that victory will crown America's efforts. These are not alone my views, but they were publicly expressed by Bartholdi, the famous sculptor, on last Decoration Day, when he placed a wreath upon the grave of Lafayette, in the presence of assembled thousands.

"French naval officers with whom I have spoken were elated at Dewey's boldness in passing forts and steaming over mines, and also at his destruction of the Spanish squadron at Manila. They also spoke of Hobson's dash into Santiago Harbor on the Merrimac, and to-day doubtless they are rejoicing at Schley's annihilation of Cervera's squadron."

In conclusion, Prof. Maury said that La Patrie is the only pro-Spanish newspaper in Paris, but no one considers seriously what it says.

FRENCH WORRY OVER THE WAR.

LONDON, July 7.—The Paris correspondent of The Times says:

"The papers hostile to America are criticising M. Maruejouls, Minister of Commerce, for his friendly speech at the American banquet on July 4. Before the Chamber of Deputies rises M. Doolagny will ask M. Delcasse, Minister of Foreign Affairs, to explain French policy toward Spain and America. He fears that the conditions of peace may include the cession of Ceuta, in Morocco, which the United States might sell to Great Britain, with the result that the latter would thus hold both keys to the Mediterranean, which France could not tolerate."

CONDUCT OF THE WAR ADMIRED.

LONDON, July 7.—The Times, remarking editorially how little disturbance the war has caused to the interests of neutrals and how admirably and courteously it has been conducted by both Americans and Spaniards, "setting an example of humanity," expresses the hope that the same spirit will be observed when peace is arranged, and says:

"There could be no more honorable ending to a war which both sides have waged in ways creditable to them than a settlement which should disprove the charge that the modern conqueror drives a harder bargain with his foe than was common in times when war was less humane."

Austria's Press More Friendly.

LONDON, July 7.—The Vienna correspondent of The Times, remarking upon the "striking change in the attitude of the Austrian press since the American victories," says:

"No trace of encouragement to Spain has since been seen. The 'European steam roller' could not have worked at Washington and President McKinley stood less in awe of European intervention than did the Sultan."

SEVENTY-FIRST MAN'S LETTER.

O. W. Hochstadter Writes Home Just Before the Battle of Santiago, Predicting a Hot Time.

Oscar W. Hochstadter, a lawyer, in the New York Life Building, 324 Broadway, received yesterday the following letter from his son, Oscar, who is with Capt. Rafferty of Company F, Seventy-first New York Volunteers, at Santiago. It is headed, Firmeza, Cuba, June 25, 1898:

Camp at the Juragua Iron Company's Works.

My Dear Parents: I am writing this hastily. Before me lies the harbor and one transport with about 1,000 Cubans from the army to guide us through the woods, and I expect to be called to arms at any minute.

I am well, thank God, and hope to keep so. I had my first taste of going to the front yesterday. We were in the fight on the top of those darned hills, about eight miles walk up hill. It was awful. Teddy's Rough Riders brought what they got on themselves. I understand they did too much. We were the reserves and did not go on the firing line. Lots of the men were knocked out by the heat, but although I felt it, I was not hurt. You can't imagine how I am, how I live, or anything. This is war, and dear ones, by the time this reaches you the battle of Santiago will have been fought, and God only knows with what result.

I don't want to worry you, but we will have a hot time. With my faith still in God, I trust my future in His hands as I do the present, and hope to come home safe and sound to you all, my dear ones. Don't worry, and tell all hands I send love. I am carrying only a poncho, a tent, and an extra blue shirt, all extra stuff being left here. Yesterday the line of march up the hill was strewn with blankets and extra clothing, even some of the "regs" discarded clothes and walked in underwear.

The heat is fierce, but in the morning early it is freezing cold. The dew or fog is very thick, and you would think it was raining. Was detailed last night to carry wounded. It was pitiable, their sufferings. I hope you will keep in touch with Arthur's people. The scene here is by no means pleasant.

I hear young Fish was killed. Too bad. God grant me the request and wish I made when I stated that I may return safe and sound to my parents, brothers, and sisters, whom I dearly love. And why should He not? I shall do my duty as best I can, and with your pictures with me, hope for the best.

The land here is picturesque to those who are not fighting, but the Spanish devils are hidden in every nook and corner. I learned from good sources that we have gained many miles on them and forced their retreat. Imagine miles and miles of high mountains all around, no streets or prairies. If we had that we could do them up brown, but they are on the hills and won't show themselves. "Damn them, they won't come out!" is the cry. I hope our guns will bring them out, and they will pretty soon end this war. I wish we could communicate, but hope to do so personally soon. I have received no mail since leaving Tampa.

Le Martins and George, who would not go to the front, may be having a good time, but I am having the best, and would not swap places when so near, well the tightest squeeze of my life, from which I hope to come out with the victorious ones.

Hochstadter was with the company that was so exposed at the battle of El Caney. He was not injured, according to the latest reports of the lists of those wounded.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

	A. M.		P. M.		P. M.
Sun rises	4:35	Sun sets	7:33	Moon rises	10:00

High Water This Day.

	A. M.		A. M.		A. M.
S. Hook	10:22	Gov. Isl'd	10:44	H. Gate	....
	P. M.		P. M.		P. M.
S. Hook	10:36	Gov. Isl'd	10:54	H. Gate	12:33

Outgoing Steamships.

TO-DAY, (THURSDAY,) JULY 7.	Mails Close.	Vessels Sail.
Koenigin Luise, Bremen		9:00 A. M.
Kennett, Mexico	1:00 P. M.	3:00 P. M.
Britannia, Cape Colony Natal	3:00 P. M.	5:00 P. M.
Ardanrose, Jamaica	4:00 P. M.	6:00 P. M.
FRIDAY, JULY 8.		
A. Dumois, Cape Haiti, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Advance, Colon	12:00 M. *1:00 P. M.	2:00 P. M.
City of San Antonio, Brunswick		3:00 P. M.
Delaware, Charleston		3:00 P. M.
Scottish Prince, Rio Janeiro, &c.	12:00 M.	2:00 P. M.
SATURDAY, JULY 9.		
Athos, Fortune Island, &c.	10:00 A. M. *10:30 A. M.	12:00 M.
Berlin, Queenstown and Southampton	10:00 A. M.	12:00 M.
Etruria, Queenstown and Liverpool	6:30 A. M.	10:00 A. M.
Kaiser Wilhelm II., Naples, &c.	8:00 A. M.	10:00 A. M.
La Touraine, Havre	6:30 A. M.	10:00 A. M.
Laughton, La Guayra, &c.	11:00 A. M. *11:30 A. M.	1:00 P. M.
Norge, Norway	11:00 A. M.	1:00 P. M.
Spaarndam, Rotterdam	8:00 A. M.	10:00 A. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji, and Samoan Islands, per steamship Alameda, (from San Francisco,) close here daily up to July §8 at 7 A. M., 11 A. M., and 6:30 P. M., (or on arrival at New York of steamship Campania with British mails for Australia.) Mails for China, Japan, and Hawaii, per steamship City of Rio de Janeiro, (from San Francisco,) close here daily up to July 10 at 6:30 P. M. Mails for China and Japan, per steamship Arizona, (from Tacoma,) close here daily up to July §11 at 6:30 P. M. Mails for Australia, (except West Australia,) New Zealand, Hawaii and Fiji Islands, per steamship Warimoo, (from Vancouver,) close here daily after July 8 and up to July §21 at 6:30 P. M.

§Registered mail closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (THURSDAY,) JULY 7.

Axminster, Gibraltar, June 20.

Chalmette, New Orleans, July 2.

Llandaff City, Swansea, June 23.

FRIDAY, JULY 8.

Campania, Liverpool, July 2.

Liverno, Hamburg, June 24.

Patria, Hamburg, June 26.

SATURDAY, JULY 9.

Coleridge, St. Lucia, July 2.

El Paso, New Orleans, July 4.

Michigan, London, June 27.

Munificent, Gibraltar, June 25.

SUNDAY, JULY 10.

La Bretagne, Havre, July 2.

MONDAY, JULY 11.

Finance, Colon, July 4.

Tauric, Liverpool, July 1.

TUESDAY, JULY 12.

Pawnee, Liverpool, June 28.

Noordland, Antwerp, July 2.

Arrived.

SS Lahn, (Ger.,) Pohle, from Bremen June 28 and Southampton 29, with mdse. and passengers to Oelrichs & Co East of Fire Island at 11:46 P. M.

SS Bremen anchored outside the Bar at 10:45 P. M.

SS Hilary, (Br.,) Evans, Manaos June 17, Para 24th, and Barbados 25th, with mdse. and passengers to Booth & Co. Arrived at the Bar at 5:20 A. M.

SS Gutheil, (Ger.,) Dalldorf, Nordenham June 19, in ballast to Gust. Heye. Arrived at the Bar at 5:30 A. M.

SS Fernfield, (Br.,) McFee, Baltimore July 4, in ballast to Norton & Son.

SS Lackawanna, (Br.,) Whyte, Liverpool June 24, in ballast to Gust. Heye. Arrived at the Bar at 7 A. M.

SS Majestic, (Br.,) Smith, Liverpool June 29 and Queenstown 30th, with mdse. and passengers to the White Star Line. Arrived at the Bar at 12:45 P. M.

SS Jamestown, Boaz, Norfolk, with mdse. and passengers to the Old Dominion Steamship Company.

SS Bremerhaven, (Dutch,) Ninnes, Antwerp June 22, in ballast to C. H. Randebrock. Arrived at the Bar at 9:30 A. M.

Ship W. J. Pierrie, (of Glasgow,) Jenkins, Dundee, 39 days, in ballast to J. F. Whitney & Co.

SS Kaiser Wilhelm II., (Ger.,) Hogemann, Genoa June 23, Naples, 24th, and Gibraltar 27th, with mdse. and passengers to Oelrichs & Co. Anchored outside the Bar at 8:35 P. M.

SS Bremen, (Ger.,) Krebs, Bremen June 25 and Southampton 27th, with mdse. and passengers to Oelrichs & Co.

SS Albert Dumois, (Nor.,) Rustad, Santa Martha June 29, with fruit to Hoadley & Co.; vessel to Pim, Forwood & Kellock. Arrived at the Bar at 4:30 P. M.

SS Harold, (Nor.,) Falsen, Port Antonio, to the American Fruit Company. Passed in at Sandy Hook at 7:22 P. M.

SS Buffalo, (Br.,) Loveridge, Hull June 28, with mdse. and passengers to Sanderson & Son. Arrived at the Bar at 4:10 A. M.

SS Capac, (Br.,) Sproul, Antefagasta April 25, Piscomay May 1, Cerro Azul 2d, Callao 5th, Pisagua 10th, Iquique 18th, Talcahuano 25th, Lota 26th, Punta Arenas June 1, Montevideo 7th, and St. Lucia 27th, with mdse. and passengers to W. R. Grace & Co. Arrived at the Bar at 10 P. M., 5th.

SS Cuvier, (Br.,) Quinton, Santos June 9 and Victoria 16th, via St. Lucia 28th, with mdse. and one passenger to Busk & Jevons. Arrived at the Bar at 12:30 A. M.

The United States cruiser St. Paul passed out of Quarantine at 8:35 P. M.

Bark Elginshire, (Br.,) Hannah, Rochefort May 18, to Gust. Heye. Passed in at Sandy Hook at 7:07 P. M.

Sailed

SS Newberne, for Norfolk.

SS Goldsboro, for Philadelphia.

SS City of Kingston, (Br.,) for Port Antonio.

SS El Monte, for New Orleans.

SS St. Leonards, (Br.,) for Antwerp.

SS Britannic, (Br.,) for Liverpool.

SS Westernland, (Belg.,) for Antwerp, via Southampton.

SS Boxgrove, (Br.,) for Sydney, C. B.

SS Old Dominion, for Norfolk and Newport News.

SS Seminole, for Charleston and Jacksonville.

SS Phosphor, (Br.,) for Barrow.

SS Kansas City, for Savannah.

SS City of Philadelphia, for Baltimore.

SS Frederick Knight, (Br.,) for Falmouth, (anchored in Quarantine.)

WIND—At Sandy Hook, N. J., July 6, 9:30 P. M., east, light breeze, partly cloudy.

Spoken.

Bark Ancona, (Br.,) Capt. Robbins, from Falmouth for New York, was spoken June 24 in lat. 48, long. 33.

By Cable.

LONDON, July 6.—SS Kaiser Friedrich, (Ger.,) Capt. Stormer, from New York, via Southampton, arr. at Bremen to-day.

SS Trave, (Ger.,) Capt. Thalenhorst, from New York for Bremen, arr. at Southampton at 7:20 A. M. to-day and proceeded.

SS Europe, (Br.,) Capt. Robinson, from New York for this port, passed the Lizard yesterday. The reported passing Prawle July 2 was an error.

SS Minnewaska, (Br.,) Capt. Griffiths, from New York for this port, passed the Lizard yesterday.

SS Peconic, (Br.,) Capt. Mills, from New York for Palermo, &c., passed Fort Espuria to-day.

SS Ethiopia, (Br.,) Capt. Wadsworth, from New York, arr. at Glasgow yesterday.

SS Liv, (Nor.,) Capt. Hansen, from New York, via Singapore, arr. at Kongkong to-day.

SS Alexandra, (Br.,) Capt. Marshall, from New York, arr. at this port to-day.

SS British Queen, (Br.,) Capt. Smith, from New York, arr. at Antwerp to-day.

SS Brooklyn City, (Br.,) Capt. Watkins, from New York, arr. at Bristol to-day.

SS America, (Br.,) Capt. Pearce, for New York, sld. from this port to-day.

SS Stalheim, (Nor.,) Capt. Hilt, from New York to Genoa, &c., arr. Oran June 30.

SS Elise Marie, (Ger.,) Capt. Reimers, from Rotterdam for New York, passed Dungeness to-day.

SS Athalie, (Nor.,) Capt. Wiebust, from New York, arr. at Rochefort July 4.

SS Remus, (Ger.,) Capt. Schwaner, from New York for Singapore, &c., arr. at Indian Port to-day.

SS Teutonic, (Br.,) Capt. Cameron, from New York, arr. at Liverpool to-day.

SS Bulgaria, (Ger.,) Capt. Schmidt, from New York, sld. from Hamburg July 2.

SS Pennsylvania, (Ger.,) Capt. Spliedt, from New York, arr. at Hamburg at 7 P. M. to-day.

SS Prins Regent Luitpold, (Ger.,) Capt. Walter, from Bremen for New York, sld. from Southampton at 8 P. M. to-day.

SS Indravelli, (Br.,) Capt. Norman, from New York for Singapore, Hongkong, &c., passed Perim to-day.

SS Burgundia, (Fr.,) Capt. Bourge, from New York, arr. at Marseilles to-day.

SS Origen, (Br.,) Capt. Johnson, from New York for Para, sld. from Barbados July 3.

SS Fuerst Bismarck, (Ger.,) Capt. Albers, from New York for Hamburg, passed Scilly at 8:10 P. M. to-day.

THE GORHAM CO
SILVERSMITHS
Are making a special feature of Emblematic
GOLFING PRIZES
Consisting of Loving Cups, Tankards, Pitchers, Tobacco Jars, Score Books, and a variety of other articles correct as to detail and suitable for the personal use of men and women.
BROADWAY & 19th ST.
23 MAIDEN LANE

Hunter Baltimore Rye
10 YEARS OLD.
The Best Whiskey in America.

"CAMMEYER"
Stamped on a Shoe Means Standard of Merit.
Sixth Ave., cor. 20th St.

Woodbury's Facial Soap, Facial Cream, Facial Powder, and Dental Cream have the indorsement of the Medical and Dental Profession, and are sold everywhere at 25 cents each. A sample of each sufficient for three weeks' use for 20 cents. JOHN H. WOODBURY, 127 West 42d St., New York.

REED & BARTON,
SILVERSMITHS,
Broadway & 17th St., N. Y
8 Maiden Lane. N. Y.

HAY'S HAIR HEALTH
WARRANTED TO RENEW YOUTHFUL COLOR and life to GRAY HAIR. Covers BALD spots Stops dandruff, hair falling, scalp diseases. Don't stain skin. Absolutely harmless. Perfect satisfaction. Best HAIR GROWER DRESSING. Be sure to use DR. HAY'S HAIR HEALTH. Refuse all substitutes. Large bottles 50c. at druggists.

We are making a specialty of our Summer Glove
ROSEMARIE
In Grays and Tans at $1 per pair.
EVERY PAIR GUARANTEED.
E. A. Morrison & Son,
893 Broadway and 13 East 19th St.

Wanamaker's

The Rodman

Cutting the Knot

THE air is hazy with bicycle bargains. The conditions tempt the unrighteous speculator in the events of the moment to profit by offering fictitious values. So you see repainted frauds, hasty conglomerations of mismated parts, cast iron freaks, shiny deceivers of many kinds, all thrust upon a flurried market to a shriek of "Wonderful values."

Be careful!

There *are* wonderful values in the market, and experience will tell you which is true and which false. If the problem vexes you, cut the knot by getting a Rodman,—a value wonderful beyond denial.

It is not a wheel for the occasion. It is a fifty-dollar wheel, even judged by the standards of to-day. It sells for

Twenty Dollars

Its present price is its misfortune, not its fault.

Black Grenadines All Silk, All Cheap

THESE goods now offered are our own importations, and further words are needless. No stock in New York was or is its equal in either variety or desirability. We offer seventy-five selected patterns of the all-black, all-silk sorts at these new prices:—

At 50c. yd., regular 75c. goods—All-silk brocaded Grenadines.
At $1.25 yd., reduced from $2—All-silk embroidered polka dot gauze Grenadine.
At $1.25 yd., was $2.50—All-silk faille figured Grenadine.
At $1.50 yd., was $2—All-silk swivel embroidered figured gauze Grenadine.
At $2 yd., was $2.50—All-silk swivel embroidered figured Grenadine.
At $2 yd., was $3—All-silk swivel embroidered figured gauze Grenadine.
At $2 yd., was $3.50—All-silk faille plaid Grenadine.
At $2.50 yd., was $3—All-silk swivel embroidered figured gauze Grenadine.
At $3 yd., was $4—All-silk brocaded satin stripe gauze Grenadine.

Fourth avenue.

Sharp Carpet Talk

THERE have been too many carpets of certain grades manufactured, and the condition is reflected in recent auction sales. So far price reductions have not been remarkable, but now we take a hand in the matter, and when our carpet store talks, people listen and things happen. Here are carpet prices that *are* remarkable, and that probably have never been known before, and, we trust, never will be again.

Thousands of yards in all.

Savonnerie Axminsters, 160 rolls, including every newest style; regular price, $1.65; to-day, $1 a yard.
Axminster carpets, 185 rolls, light and dark colorings, including the newest on sale; began the season at $1.25; to-day, 70c. a yard.
Saxony Axminsters and Moquettes, 260 rolls; these are the most economical middle-priced carpets; were $1; to-day, 60c. a yard.
Ingrain carpets at 32½c. and 42½c. yard.
Rugs in great variety; Mattings, Oil Cloths and Linoleums.

A good idea to bring several room measurements, that you may be prepared to catch the catchiest things.

Third floor.

JOHN WANAMAKER
Formerly A. T. Stewart & Co.
Broadway, 4th ave., 9th and 10th sts.

THE CRUISER YANKEE HERE.

She Has Seen Much Service Since Last in This Port—No Yellow Fever on Board, as Reported.

The United States auxiliary cruiser Yankee, formerly the Morgan liner El Norte, arrived in port yesterday morning from Key West, from where she sailed on Sunday, and anchored off Tompkinsville, S. I., at a little before 10 o'clock, for coal, ammunition, and supplies. After anchoring, she was boarded and inspected by Health Officer Doty. It had been rumored that Thomas C. Le Valley, one of the Yankee's crew, had been a victim of yellow fever. Dr. Doty says there is not one word of truth in the rumor. Le Valley was sent to the United States Military Hospital at Key West, and was there operated on for appendicitis. After the operation the patient's temperature fell, but later rose alarmingly, and he died shortly after.

Dr. Doty says he went over the history of the case thoroughly with Dr. McGowan, the Surgeon of the Yankee, and there was no evidence to show that Le Valley had been exposed to yellow fever, nor did he show any symptoms of that disease. So convinced was Dr. Doty that the diagnosis was correct that he permitted the vessel to proceed in free pratique.

The stay of the Yankee is uncertain, but it will be prolonged for a week at least. Since she was last at New York she has been in the thick of the bombardment of Santiago, has taken part in the cutting of the cables at Guantanamo Bay, has bombarded Cienfuegos twice, the second time in trying to catch the Spanish supply steamer Puricima Concepcion; has assisted in repelling a torpedo boat attack, and, besides, chased the big German warship Geier, making her show her colors. She chased many merchant vessels while on scout duty off Cienfuegos, and also captured a lot of fishing craft.

At the bombardment of Santiago, June 6, the Yankee, from 7:50 A. M. to 10 A. M., during which time the engagement lasted, used 179 five-inch shells and 274 six-pounder shells.

Willard H. Brownson is the commander of the Yankee.

Report of the Dolphin's Injuries.

WASHINGTON, July 6.—Capt. Lyons of the Dolphin, now lying at Norfolk, has just made his report to the Navy Department upon the collision which that vessel suffered with the Newark a week ago. Thick weather is believed to have been the primary cause of the accident, but the Dolphin's commander also charges the Newark's people with the responsibility for the collision. About two weeks' time will be required to repair the Dolphin's smashed stem.

War Measures Introduced.

WASHINGTON, July 6.—Representative Hull of Iowa, Chairman of the Military Affairs Committee, to-day introduced the bills recommended by the Administration to raise 25,000 colored troops from the Nation at large, and to increase the Judge Advocate General's department of the army by an Assistant and a Deputy Judge Advocate General.

EXODUS FROM THE DOOMED CITY

Roads Leading from Santiago Black with Refugees.

SURRENDER IS NOT EXPECTED

Chief Would Probably Be Shot by His Officers, Consul Ramsen Says.

Both Sides Take Advantage of Truce to Strengthen Positions—Our Guns Command Enemy's Batteries.

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BEFORE SANTIAGO DE CUBA, July 5—7 P. M.)—Gen. Toral, who is in command of the Spanish forces in Santiago de Cuba, vice Gen. Linares, who is wounded in the arm, has not yet replied to Gen. Shafter's second demand for the surrender of the city.

A flag of truce has floated over the walls of the city and above the intrenchments of the besieging army all day, and no shot has been fired, the unofficial armistice, which terminated at noon, having been extended until to-morrow noon at the request of the foreign Consuls. During the lull in the fighting the Spanish commander has permitted all non-combatants to leave, and the roads leading from Santiago de Cuba have been black with people fleeing from the dreaded bombardment. About 2,500 refugees, mostly French people, have gone to Caney, and others have gone to Moran and St. Luis.

Foreign Consuls Probably All Gone.

The foreign Consuls have probably all gone, as no response could be obtained from them in answer to a flag of truce at noon to-day.

The fact that the exodus is permitted is taken to mean that there is no intention of surrendering the city. This supposition is concurred in by the refugees, not one of whom could be found who believes that a surrender is possible.

A rumor was persistently circulated about headquarters this afternoon that the enemy had offered to give in if permitted to retain their arms and colors, and that the cable to Washington was hot with dispatches concerning the proposition, but the story was laughed at by Gen. Shafter, and it is absolutely without confirmation here.

It is unquestionably true that the annihilation of Admiral Cervera's fleet was a staggering blow to the Spanish military commanders, but Mr. Ramsen, the British Consul, said yesterday that they are bitterly determined to fight it out, especially since the garrison has been reinforced by Gen. Pando's 5,000 troops.

He said that so intense was this feeling among the Spanish subaltern officers that the commanding General would probably be shot if he surrendered. Their attitude was expressed in Gen. Linares's reply to Gen. Shafter on Sunday:

"This garrison dies but never surrenders."

Soldiers Are Indifferent.

Among some of the soldiers, however, a different feeling must prevail. They have ascertained from the experience of the inhabitants of Siboney that American soldiers do not ravish women, and respect property, and relieve prisoners in distress. Many of the Spaniards, therefore, are now utterly indifferent if further misfortune befalls the Spanish Army.

Gen. Shafter this morning sent some wounded Spanish officers and men, under a flag of truce, into Santiago, and it is hoped this will have a further good effect in showing that Americans are kind to their prisoners.

Both sides have used the truce to strengthen their positions. Our guns—siege, dynamite, field, Hotchkiss, and Gatling—are masked where it is possible, and several batteries of the Spaniards are directly under our fire, as is Santiago itself.

Capt. Capron's battery was withdrawn from the hill Sunday night and sent behind Gen. Lawton's position, from which place it will have cross fire with the batteries on El Pezo ridge and at the same time be able to shell the north end of the town. Pits have been dug for the men, and the horses have been removed to a place of safety, where it is thought the Spanish guns will not be able to reach them.

The artillery officers are confident they will be able, when the bombardment begins, to silence the Spanish guns and to reduce the entire position of the enemy, so that the forward rush of our troops will meet with little or nothing beyond rifle fire, and they are confident the city can be taken as soon as they are permitted to open fire and to take a hand in the battle.

VIENNA, July 6.—The Austrian cruiser Maria Theresa has arrived at Kingston, Jamaica, with 77 refugees from Santiago de Cuba. Capt. Ripper of the Austrian warship acknowledges the courteous treatment of Rear Admiral Sampson in promptly acceding to his request to be allowed to take off neutral refugees.

ARMY AND NAVY TO CO-OPERATE

Shafter and Sampson Ordered to Work Together for the Capture of Santiago.

WASHINGTON, July 6.—The President and his Secretaries of War and the Navy are endeavoring to secure better co-operation of the army and navy at Santiago. The instructions to Shafter and Sampson are commands to them to work together. In the consultations they have held since the receipt of the urgent request sent to them they have undoubtedly talked over plans the adoption of which will result in a course that will enable Sampson to enter the harbor. That accomplished, it is believed that the capitulation of Santiago will be but a matter of hours.

Should the navy not be able to force the entrance to the harbor, it is believed that the army will soon be strong enough to do the work alone. The advantage to be secured by the co-operation of Sampson's fleet in the harbor will consist in the use of guns very much heavier than any in the siege trains of Shafter's army.

Wants the Fleet to Enter the Harbor.

When the landing of Shafter's forces was covered with the guns of Sampson's fleet, there was no complaint from Shafter that the navy was not co-operating with him. He did suggest, however, that if the fleet would enter the harbor the army could take Santiago in a short time. This was at once taken as the expression of the wish that Sampson would enter the harbor and participate in the bombardment of Santiago. Having no heavy guns at the front, while Sampson has some very heavy guns on his ships, it was made plain that Shafter hoped to see the ships so placed as to be able to render him better assistance than could be extended while the fleet lay outside the harbor.

The conferences of army and navy officers with the President and the Secretaries of War and the Navy led to the adoption of the urgent request to both Shafter and Sampson that they consult freely in order to agree upon some plan of operations that would employ their forces to the very best advantage.

The objections given by Secretary Long to an attempt by Sampson to enter the harbor were those of the Bureau of Navigation and the War Board, and considered the risks of losing ships involved in breaking into the harbor and exposing the best ships of the navy to the dangers of electrically controlled mines.

While Cervera's fleet lay in the harbor the danger of mines seemed greater than it does now. To force the harbor and sail in boldly over the track followed by Cervera in coming out will, it is admitted by naval officers, subject the vessels of Admiral Sampson to destruction, although it is not quite certain that they would not be as safe in Santiago Harbor as were the vessels of Dewey in Manila Harbor.

Difficult and Dangerous Task.

Sampson's task in entering is considered more difficult and attended with greater risk than that of Dewey at Manila, the narrowness of the channel exposing the ship entering to dropping or plunging shot in passing the batteries. Still, it has been reported over and over again that the batteries on shore have been reduced repeatedly by Admiral Sampson, and it is conceived to be probable by army officers that the American fleet is being kept out by the concern for torpedoes, when it is not at all certain that there are torpedoes in the channel.

The army continues to take to itself the credit in large measure for making possible the destruction of the Spanish fleet.

"If the army had not landed," said an army officer, "and put up so hot a fight that it became evident the Spaniards could not hold out, Cervera would not have dashed out into the Caribbean Sea in the hope of escaping. If the army had not arrived and made the fight it did, Cervera might have remained where he was, to assist the Spanish on shore and to keep the fleet from coming in.

"Now that it is needed to conduct the bombardment essential to thoroughly convince the Spanish, the fleet seems to hesitate. If the gunnery of the forts, with which Sampson is familiar, is not better than that of the gunnery of the destroyed ships, Sampson might take chances by running the entrance, for with the ships he was able to get through he could do infinite mischief.

"If the army were to adopt the policy of declining all engagements that threatened to cost life and involve the destruction of property there would be no more El Caneys and no more La Quasinas."

HEALTH OF TROOPS GOOD.

No Yellow Fever—Lieut. Putnam and Dr. Danforth Dead—Heroic Behavior of Wounded.

BEFORE SANTIAGO, July 5.—The general health of the troops is excellent. Not a case of yellow fever is reported, despite the fact that Santiago de Cuba is recognized as a great fever centre as far as Rio Santos.

Despite all the care bestowed upon them by the medical staff, two officers died yesterday in the hospital—Lieut. PUTNAM of the Sixth Infantry and Dr. DANFORTH, Assistant Surgeon, Ninth Cavalry. The latter was shot down by a Spanish sharpshooter while attending to the wounded at Company C, Sixth Infantry, whose limb was amputated at the thigh, and Private JAMES F. McCARTNEY of the same company and regiment have also succumbed. The two latter were buried this morning after religious service.

There have been no cases of blood poisoning. The behavior of the patients and wounded is heroic. There is not a moan or a murmur among the whole 700.

Last night many were lying on the hard ground outside the tents. Surgeons and nurses worked unceasingly for forty-eight hours without rest or meals, and there are 200 wounded yet to come from the field.

The Hospital Corps is short handed, and doctors from the vessels of the fleet are helping, working day and night.

The wounds show that the Spaniards are not only using explosive bullets, but also brass-covered bullets, with the ends filed. The latter make ghastly wounds, as when they strike the brass lining spreads out, tearing the flesh like barbed wire.

GEN. SHAFTER BETTER.

WASHINGTON, July 6.—Secretary Alger received the following dispatch from Gen. Shafter this morning:

"Camp Near Santiago, July 5.—Capts. Alger and Sewell and Mr. Corbin are well. I am feeling better. Had hoped to be up this morning, but, as everything is quiet, I will remain still. Gen. Wheeler is feeble, but remains with his command. Gen. Young leaves for Key West to-day. Gen. Hawkins slightly wounded in foot. All others well. "SHAFTER,

"Major General Commanding."

ARMY DISGUSTED WITH CUBANS

CAMP SIBONEY, Juragua, July 5.—Gen. Young yesterday refused to issue further rations to the Cubans until advices are received from Washington in answer to his exposé of the situation here. In the meanwhile he has placed them in a separate camp, under police regulations, and has turned them over to Clara Barton for rations.

The Cubans refuse to assist in the hospital and commissary departments, claiming they are soldiers and not laborers. The same answer was given by them to Gen. Baker when he asked the Cubans to help open the roads for the transportation of supplies to the front.

This, together with Gen. Garcia's not preventing the entrance of Gen. Pando's reinforcements into Santiago de Cuba, has caused discontent among the American officers and troops.

MAY SHOOT THESE PRISONERS.

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HEADQUARTERS IN THE FIELD, Near Santiago de Cuba, July 5.—Seven of the Spanish guerrillas, who have been shooting from trees into passing ambulances and pack trains, have been captured, and are under heavy guard at Gen. Wheeler's headquarters.

They have killed two doctors, Danforth and Trooal, and are now being held as prisoners of war.

It has not yet been decided what to do with them, but it is thought likely they will be executed. Two of them, at least, are former convicts.

CELEBRATED THE FOURTH.

Rain Poured in Torrents, but Shafter's Men Were Happy and Bands Played Patriotic Airs.

BEFORE SANTIAGO DE CUBA, Monday, July 4.—The Fourth of July was celebrated at noon to-day by the Americans, Gen. Miles's congratulatory telegram to Gen. Shafter being read to each regiment, after which the regimental bands in the rear of the line played patriotic airs.

Gen. Miles's announcement that he would be here within a week with reinforcements was received with wild cheering.

Rain poured down in torrents for hours, but a traverse to the hillside had been cut in the trenches, after yesterday's experience, and our men did not suffer very much.

THE ASSAULT ON EL CANEY.

Gen. Lawton Describes the Obstacles That Had to be Surmounted—Two Plucky Artillerymen.

BEFORE SANTIAGO DE CUBA, July 5.—Gen. Shafter has issued an order congratulating the troops upon their gallant achievements. Gens. Lawton, Wheeler, and Kent, with the officers and men under them, are especially commended.

Gen. Lawton in his report after the assault upon and capture of El Caney by his division during the first day's fighting, says:

"It may not be out of place to call attention to this peculiar feature of the battle. It was fought against an enemy fortified and intrenched within a compact town of stone and concrete houses, some with walls several feet thick, and supported by a number of covered solid stone forts, and the enemy continued to resist until nearly every man was killed or wounded with a seemingly desperate resolution."

Capt. Carbaugh, Adjutant General, says:

"The action of the American troops at El Caney will always have a place in history as an illustration of a successful assault upon a fortified town by foot soldiers."

Corporal Keene and Private Barr of Battery A, Second Light Artillery, have been highly commended for gallant conduct during the terrific fighting of Saturday. When the battery tried to advance beyond El Poyo, Privates Holon, Smith, and Underwood were blown to pieces by shells, and Sergts. Helvy, Veite, and Cornford were badly hurt and other men were wounded, including Barr and Keene.

One of them was shot three times and the other twice, but in spite of their injuries they stuck to the crippled guns until the enemy was forced to give up the assault.

Lieut. Ord's Dramatic Death.

The incidents attending the death of Lieut. Ord, son of the late Gen. E. O. C. Ord, were dramatic. He was an aide on the staff of Gen. Hawkins, and throughout the day of the battle was active and energetic in getting the troops up to the line. He was right in the front rank when the Sixth, Thirteenth, Twenty-fourth, and Sixteenth Regiments made their desperate charge on San Juan Hill, and was one of the first officers to reach the summit.

Just as he passed the brow of the hill he saw a Spaniard lying on the ground, and, pointing to him, he said, "Take care of that man." The Spaniard saw the motion, and, evidently thinking Lieut. Ord was ordering him killed, he raised his rifle and shot the Lieutenant dead.

The soldiers of the Sixth Infantry, as Lieut. Ord was an officer of that regiment and very popular were wild with rage, and literally tore the body of the Spaniard to pieces with bullets. Then they kicked it into a trench.

AT THE HOTELS.

ALBEMARLE—Prof. Allbutt, Cambridge, England; Meredith Howland, Paris; Comtesse de Severilla, Paris.

ASTOR—W. P. Goodwin, United States Army; H. H. Bliss, Washington.

FIFTH AVENUE—Senator Aldrich, Rhode Island; Mrs. Benjamin Harrison, Elberon, N. J.; J. D. Rockefeller, Jr., New York.

GRAND—Col. H. W. Hubbell, Two Hundred and First New York Volunteers; J. V. Rockwell, United States Navy; E. W. Adams, London.

GILSEY—C. W. Hallamore, London; W. F. Newell, Rossland, B. C.

HOFFMAN—Prof. F. J. H. Merrill, Albany; J. T. McDonough, State Geologist, Albany.

HOLLAND—H. O. Bentnell, London; Alfred Cowles, Chicago.

IMPERIAL—F. G. Whitman, Mexico; C. A. Cushing, Boston.

MURRAY HILL—Prof. W. Zeiss, Detroit; Mrs. Mason Bey, Cairo, Egypt; Speaker James M. E. O'Grady, Rochester; Senator T. E. Ellsworth, Lockport.

MANHATTAN—Lieut. H. H. Barroll, United States Navy; F. Ernest Barrows and Isaac Smith, Jr., England.

NETHERLAND—Ex-Congressman G. Q. Whitney, New Orleans.

PARK AVENUE—Thomas F. Kane, United States Navy.

WALDORF-ASTORIA—J. de Szilassy, Washington; E. Ramos Mexio, Buenos Ayres; Calderon Carlisle, Washington.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Brown, Thompson & Co., Hartford, Conn.; G. A. Gay, gloves and handkerchiefs; 2 Walker Street; Park Avenue Hotel.

Brenner, Ullman & Co., San Francisco, Cal.; U. R. Ullman, furnishing goods; 43 Leonard Street.

Bryce Brothers & Co., Columbus, Ohio; A. C. Bryce, clothing; Hoffman House.

Burnham, Stoepel & Co., Detroit, Mich.; W. B. Campbell, notions; 43 Leonard Street; Hotel Gerlach.

Burnham, Hanna, Munger & Co., Kansas City, Mo.; R. S. Jones, notions; 43 Leonard Street; Hotel Gerlach.

Brandeis, J. L., & Sons, Omaha, Neb.; W. C. McKnight, dry goods, 328 Church Street; Hotel Vendome.

Brown, Durrell & Co., Boston, Mass.; F. S. Adams, ribbons, 434 Broadway; Hotel Manhattan.

Beard, L., & Co., Topeka, Kan.; L. Beard, notions, 355 Broadway; Broadway Central Hotel.

Baker & Ostheimer, Erie, Penn.; J. Ostheimer, clothing; Union Square Hotel.

Cottrell & Leonard, Albany, N. Y.; C. Reed, hats; Park Avenue Hotel.

Cannon & Byers, Louisville, Ky.; W. G. Bennett, flowers and feathers, 621 Broadway; St. Denis Hotel.

Carson, Pirie, Scott & Co., Chicago, Ill.; T. M. Evett, cloaks and suits; 115 Worth Street; Hotel Albert.

Callender, McAuslan & Troup Company, Providence, R. I.; A. J. Ferguson, dress trimmings, 2 Walker Street; Stuart House.

Daniels & Fisher, Denver, Col.; E. W. Warsop, upholstery goods, 56 Worth Street; Park Avenue Hotel.

Daniels & Fisher, Denver, Col.; C. J. Woll, fancy goods and notions; 56 Worth Street; Everett House.

Denholm & McKay Company, Worcester, Mass.; G. E. McFarlin, crockery; 2 Walker Street.

Englehart, Davison Mercantile Company, St. Joseph, Mo.; A. Quentin, millinery; Hotel Marlborough.

Elliott, W. H., Detroit, Mich.; J. W. Morgan, carpets; Park Avenue Hotel.

England Brothers, Pittsfield, Mass.; S. England, dry goods; Hotel Imperial.

Field, Marshall & Co., Chicago, Ill.; H. T. Grund, toys; 104 Worth Street; Hotel Imperial.

Field, Marshall, & Co., Chicago, Ill.; W. H. Esterly, hats and caps; 104 Worth Street.

Field, Marshall & Co., Chicago, Ill.; A. H. Morton, clothing; 104 Worth Street; Hoffman House.

Garson, Meyer & Co., Rochester, N. Y.; T. Meyer, woolens; Hoffman House.

Horne, Joseph, & Co., Pittsburg, Penn.; E. Edsall, fancy goods; 45 Lispenard Street; St. Denis Hotel.

Haas, B. & A., Cincinnati, Ohio; A. Haas, dress goods, cloaks, and suits; Westminster Hotel.

Hecht Brothers, Washington, D. C.; F. Klein, boys' clothing; Hotel Marlborough.

Hecht Brothers, Baltimore, Md.; M. Hecht, boys' clothing; Hotel Marlborough.

Joseph Isaacs & Sons, Vincennes, Ind.; A. Joseph, clothing; Hotel Marlborough.

Jones, Witter & Co., Columbus, Ohio; J. R. McGaw, notions; J. H. Jones, linens and white goods, 236 Church Street; Westminster Hotel.

Jenner, J. E., Company, Milwaukee, Wis.; J. E. Jenner, millinery, 622 Broadway; Broadway Central Hotel.

Jordan, Marsh & Co., Boston, Mass.; J. H. Gardner, laces; 8 Greene Street; Hotel Vendome.

Larrabee, B. F., & Co., Boston, Mass.; H. L. Larrabee, dry goods and notions; Hotel Vendome.

Lyman, R., Albany, N. Y.; piece goods; St. Denis Hotel.

Lipman, Wolfe & Co., Portland, Me.; F. Lipman, dry goods; 45 Lispenard Street; Hotel Imperial.

Lisner, A., Washington, D. C.; S. G. Godfrey, millinery and ribbons; Hotel Normandie.

Lebeck & Corin, Scranton, Penn.; S. E. Lebeck, cloaks and millinery; Hotel Normandie.

Lisner, A., Washington, D. C.; Miss M. Cassidy, umbrellas; Miss M. E. Boyle, domestics; Hotel Metropole.

Lyman Brothers, Cedar Rapids, Iowa; O. W. Lyman, millinery; F. A. Lyman, millinery; 621 Broadway; Broadway Central Hotel.

MacInnes, J. C., Company, Worcester, Mass.; G. W. Aubuchon, gloves; 55 White Street; St. Denis Hotel.

Murphy, Grant & Co., San Francisco, Cal.; W. Preston, notions, 86 Worth Street; Park Avenue Hotel.

McCarthy, D., & Sons, Syracuse, N. Y.; D. McCarthy, dry goods and notions, 43 Leonard Street; New Amsterdam Hotel.

Monroe, C. W., Pittsfield, Mass.; clothing; Hotel Albert.

Mann & Auker, Albany, N. Y.; L. Mann, dry goods; Stuart House.

Macauley & Co., Detroit, Mich.; G. T. Macauley, laces; 621 Broadway; Stuart House.

Macauley & Co., Detroit, Mich.; R. Macauley, millinery, 621 Broadway; Broadway Central Hotel.

Naylor, J. S., & Co., Wheeling, West Va.; J. S. Naylor, linens and white goods; L. A. Lallance, fancy goods, 101 Franklin Street; Westminster Hotel.

Nusbaum & Livingstone, Albany, N. Y.; S. H. Livingstone, millinery; 93 Greene Street; Hotel Imperial.

Porteous & Mitchell, Norwich, Conn.; W. H. Murphy, carpets, 55 White Street; Broadway Central Hotel.

Rubel, A., Corinth, Miss.; notions; Union Square Hotel.

Richardson-Roberts-Byrne Dry Goods Company, St. Joseph, Mo.; G. L. Hammer, linens and white goods, 51 Leonard Street; Hotel Gerlach.

Root & McBride Company, Cleveland, Ohio; W. P. Jackson, linens and white goods; 51 Leonard Street.

Rice, S. M., & Co., Wheeling, West Va.; S. M. Rice, millinery; 670 Broadway; Hotel Cadillac.

Schaul Brothers, Hornellsville, N. Y.; E. Shaul, clothing; Union Square Hotel.

Shepard & Co., Providence, R. I.; C. Stewart, laces and embroideries; Hotel Vendome.

Strause Brothers, Richmond, Va.; I. Strause, fancy goods; Hotel Vendome.

Sterns, B. H., & Co.; A. Clark, linens and white goods; Hotel Vendome.

Siegel, Hillman & Co., St. Louis, Mo.; B. Hillman, silks and velvets; 531 Broadway; Hotel Imperial.

Siegel, Cooper & Co., Chicago, Ill.; N. N. Brooks, upholstery goods; Sixth Avenue and Eighteenth Street; Park Avenue Hotel.

Stern, M., & Co., Keokuk, Iowa; I. Stern, millinery; Hotel Marlborough.

Simon, L., Pittsfield, Mass.; fancy goods; Broadway Central Hotel.

Schwab, S., Aberdeen, Miss.; notions; Union Square Hotel.

Shepard, Norwell & Co., Boston, Mass.; H. H. Turner, furnishing goods; 102 Grand Street; Hotel Imperial.

Virden, Rosenberg & Co., Montgomery, Ala.; H. Rosenberg, clothing; Union Square Hotel.

Williamson, Richardson Company, New Orleans, La.; A. G. Tebo, domestics; 51 Leonard Street.

Wanamaker, John, Philadelphia, Penn.; A. B. Lovejoy, carpets; Broadway and Tenth Street; Albemarle Hotel.

Williamson, H. S., Lancaster, Penn.; A. Zercher, cloaks and suits; Hotel Albert.

Ward, Montgomery & Co., Chicago, Ill.; W. B. Wicker, linens and white goods, 48 Leonard Street; Hotel Manhattan.

White, R. H., Company, Boston, Mass.; P. Reilly, ribbons; G. W. Freund, clothing; 480 Broome Street; Hotel Imperial.

CRUISER ST. PAUL SAILS

Cheered by Hundreds, She Left the American Line Pier Last Night for Santiago.

MANY PASSENGERS ON BOARD

They Included Gens. Ames and Henry and Their Staffs and Officers and Men of the Eighth Ohio Regiment—A Big Cargo.

Cheered by hundreds who had gathered around the American Line pier at the foot of Fulton Street, North River, and on the adjoining piers, the United States cruiser St. Paul, commanded by Capt. Sigsbee, drew out of the slip a few minutes after 7:30 o'clock last night, and five minutes later was headed down stream, off for Santiago. She had on board the Eighth Ohio Volunteer Infantry, Brig. Gen. Guy V. Henry and staff, Brig. Gen. Adelbert Ames and aide, and a larger cargo than she ever carried before.

As she drew clear of the pier the soldiers swarmed along the sides of the big steamer, and some of them climbed on the upper works of the vessel, cheering back in answer to the cheers of the crowd. Then Capt. Sigsbee was caught sight of, and cheer after cheer was given for the gallant Captain of the ill-fated Maine. Capt. Sigsbee stepped to the rail of the bridge, and raised his hat several times in acknowledgment of the compliment.

It had been a busy day for all on the cruiser. The Eighth Ohio Regiment arrived early in the morning, and they had to be taken on board and made as comfortable as possible. They had a great supply of stores with them, and these had to be stowed away. Then the War Department wanted more supplies taken to Gen. Shafter, and when Capt. Sigsbee was asked if he could take them he replied that he would take anything that was sent down to the ship, and agreed to hold the vessel until all was on board. Tugboats went to the vessel several times in the course of the day with supplies for the sailors and with ammunition, which was stored in the magazines. The red flag, indicating that powder was being taken on board, was flying all day long.

It was soon found that the St. Paul could not get away in time to clear the mine fields before the harbor was closed, and Capt. Sigsbee notified Major Adams and said that if possible he would like to get away during the evening if those in charge of the harbor defense could arrange that the St. Paul should go out after the harbor was closed. Major Adams promptly issued the necessary order to let the St. Paul pass down the harbor at any time, and so the big vessel with the supplies and reinforcements for the army in Cuba was able to get away without a delay of several hours.

As the cruiser went down the bay the band of the Ohio soldiers was drawn up on deck playing National airs. Passing steamers and tugs tooted their whistles, and those on board cheered again. Then the searchlight of the big vessel suddenly flashed out, and, as if in answer, the searchlight of the cruiser Yankee, which is anchored off Tompkinsville, brought her light into play. Both forts at the Narrows turned their lights on the cruiser, and the upper bay was made as brilliant almost as day.

The St. Paul and the Yankee exchanged compliments with their signal lights. The fort lights in the meantime had turned their lights on the Lower Bay and, after flashing them about for a few moments, they were turned on the cruiser again and then shot up and down in the air. This was a signal that all was well, and bidding good-bye to the Yankee, the St. Paul turned her light ahead and slowly picked her way through the Narrows and down the bay out to sea. She passed Sandy Hook at 9.54 o'clock.

The Eighth Ohio Regiment, known as the "President's Own," arrived at Jersey City in the morning. The regiment came from Camp Alger in three trains of fourteen cars each. The men broke camp at 7 o'clock on Tuesday evening, and marched three miles to Dun Loring, where they boarded the cars and started on their journey north. The first section arrived at Jersey City at 8 o'clock yesterday morning, the second section at 10 o'clock, and the third section at noon.

The men as soon as they got off the trains marched to the ferryboat waiting for them in the slip and were taken to the American Line pier, where they made the upper part of the shed their headquarters for the day. Arms were stacked there and the men waited until they were ordered, a few at a time, to go on board the St. Paul. Later in the day several of them were given short leaves and they visited Washington Market and many of the stores to purchase a few extra dainties for use on the voyage. They are a fine-looking lot of men, and Col. Hard, who is in command of the regiment, says that they will distinguish themselves in the field. All they want is to have a chance. There are 1,175 men in the regiment, 50 officers, and a band of 24 pieces.

The regiment is composed of several separate companies, which under the law of Ohio form the regiment. The headquarters are at Worcester, Ohio, the home of Col. Hard. The officers on the staff are Lieut. Col. Charles Dicks, Major Edward Vollrath, Major F. C. Bryan, Major C. C. Weybrecht; Adjutant, Capt. A. N. Maynes; Quartermaster, Capt. H. L. Kuhm; Surgeon, Major A. C. Farquhar; Assistant Surgeons, Capts. A. C. Smith and G. W. Wuchter.

The Captains of the different companies and the towns from which they come are: Company A, Bucyrus, Marcus A. Charlton; Company B, Akron, Herman B. Federle; Company C, Polk, Tully Diebler; Company D, Worcester, —— Gerlach; Company E, East Liverpool, W. Hill; Company F, Canton, W. Leininger; Company G, Wadsworth, Frank Lee; Company H, Shreve, A. B. Critchfield; Company I, Canton, H. Willis; Company K, Alliance, Elliot Geiger; Company L, Canton J. Fisher; Company M, Mansfield, F. L. Marcus. The band is from Akron. It is conducted by Bandmaster Palmer, and Theodore Bridge is the drum major.

Col. Hard was formerly a banker, but has retired for about a year from business, and makes his home at Worcester. Lieut. Col. Dicks is well known in politics, and is Secretary of the Republican State Committee of Ohio. He is a Hanna Republican, and was formerly associated with Col. Dudley in the campaign when President Harrison was elected.

The regiment got together at Worcester when the call for volunteers was made, and was formally mobilized at Akron on April 26. It left for Columbus on April 28 and was mustered into service at Camp Bushnell on May 13. It was ordered to Camp Alger on May 18, arriving there the next day.

In Company I are two nephews of President McKinley. They are James McKinley, a son of the late James McKinley, a brother of the President, and John Barber, a son of Marshall Barber. Mrs. Barber is a sister of Mrs. McKinley.

Brig. Gen. Adelbert Ames and an aide arrived early in the afternoon. He had no horse, and it was too late to purchase one, but he bought a saddle and bridle, and said he would trust to luck to get one in Cuba. Brig. Gen. Guy V. Henry and his staff arrived on the Old Dominion Line steamer Jamestown from Newport News. The staff was composed of Major C. H. Mills, Capt. Duncan, Lieut. Rochenbach, and Lieut. Patterson. They had their horses with them, but they were so frightened at the St. Paul that only two could be gotten on board. The others had to be left behind. Capt. Charles J. Goff, who is to establish a Quartermaster's Department at Santiago, and Congressman Wadsworth of Genesee, who is a member of the Naval Committee of the House of Representatives, were also passengers on the steamer.

There was a big crowd around the steamer all day long, and the sailors and soldiers were allowed to receive the visitors as long as it did not interfere with the work that had to be done. Capt. Sigsbee was busy watching everything that was done and attending to a hundred and one things that were wanted. Early in the morning Col. Kimball of the Quartermaster's Department was notified from Washington to try to send a lot more supplies off on the St. Paul. He made arrangements with Capt. Sigsbee and then went out to purchase rope, picks, mule shoenails, shovels, tools, spades, and several other thing that were needed by Gen. Shafter's army.

Red Cross Deputations.

Several deputations from the Red Cross visited Capt. Sigsbee. One wanted the Captain to take twenty-seven women nurses and several men nurses to Cuba. The Captain explained that his ship was very much crowded, and he did not think that the women could be made comfortable there, but he agreed to take the men if they could make some arrangement for being fed on the trip. The arrangements were satisfactorily made.

One lady, also of the Red Cross, wanted the St. Paul to take eight hogsheads of ice for the Rough Riders. Capt. Sigsbee said he would willingly take the ice, but he did not think he would be able to get it to the camp of the Rough Riders, as they were several miles in the interior of the island. Capt. Sigsbee was cheered whenever he appeared, and once when he escorted his wife from the ship to a car policemen had to make way for him through the crowd. Once he appeared on the upper part of the shed. In a moment he was surrounded by a crowd and every one tried to shake hands with him.

The St. Paul will be at Santiago this week.

Rose of Arden

Lundborg's—
has the fragrance
of freshly cut Roses.

OTHER TROOPS FOR SHAFTER.

WASHINGTON, July 6.—Plans for strengthening Gen. Shafter's force by the addition of sufficient infantry, artillery, and cavalry to enable him to take Santiago with or without the aid of the fleet are now practically complete. Some of the reinforcements are already far on the way to Santiago, other additional troops are under orders, and transports sufficient to carry all that will be needed are in sight. The completion of these preparations was evidenced by the air of comparative calm that pervaded the War Department offices to-day. The stir and bustle that had characterized them for two days past, during which orders were being given and transportation sought for the reinforcing expedition, had subsided.

Something like the state of suspended animation that was supposed to be prevailing in the American lines investing Santiago reigned in the offices of Secretary Alger, Gen. Miles, and Adjt. Gen. Corbin. No news or information of what was happening at Santiago came from Gen. Shafter during the day. A large number of messages—ten or fifteen in all—were received from him, but they all were dated yesterday, and, with the exception of that regarding Hobson, referred to unimportant matters of detail.

In the absence of information from the front the heads of the army administration thought it unlikely that there had been any fighting during the day. Gen. Corbin said at the close of office hours this afternoon that he did not look for a renewal of the attack on Santiago until the artillery now on the way to Gen. Shafter arrives, which will be on Friday morning. If there is any general fighting before then it will be forced by the enemy.

Must Wait for Reinforcements.

Gen. Shafter's orders from Washington are understood to be to await reinforcements before resuming his advance. While the Administration officials have gotten over their first nervousness caused by Gen. Shafter's report of the necessity of shortening his lines and taking up a less exposed position than that wrested from the enemy last week, there is still a latent fear that the reinforced enemy may take advantage of the weakness developed by Gen. Shafter's failure to bombard the town as he threatened, and execute a flank movement against his shortened lines. The situation is recognized as one whose outcome cannot be forecasted, as any moment may bring a totally unexpected development, as sensational as the sortie of the Spanish fleet.

From official sources to-day the following statement of the actual strength of the forces sent to Santiago so far was obtained:

Sailed from Tampa, June 14, under command of Major Gen. Shafter, 738 officers and 15,742 men; reinforcements from Camp Alger, joined July 1, Brig. Gen. Duffield's brigade, including the Thirty-third and Thirty-fourth Michigan Volunteers and the Ninth Massachusetts, 2,500 officers and men; sailed from Tampa, June 30, 950 recruits for the regular regiments; the First Illinois, 46 officers and 896 men, and 6 light batteries of regular artillery, 25 officers and 715 men.

Sailed from Tampa, July 3, First District of Columbia Volunteers, 36 officers and 817 men.

All these troops will reach Gen. Shafter by the end of this week, and together they will make the total nominal strength of his command 22,465 men. Deducting the losses he has sustained already, his effective force will probably be about 20,000 men.

The Eighth Ohio sailing from New York, the First Rhode Island from Newport News, the Sixth Illinois and Sixth Massachusetts from Charleston, and the Second and Third Wisconsin and Sixteenth Pennsylvania going from Chickamauga will swell the total to something like 27,000.

Volunteer Equipment Backward.

Evidence of the backwardness still prevailing in the equipping of the volunteer army is afforded by the condition in which the three regiments selected to leave Chickamauga first are found. The Second Wisconsin goes with 36 officers and only 880 men; the Third Wisconsin has 37 officers and but 833 men, and the Sixteenth Pennsylvania shows up with 29 officers and less than 700 men—671 to be exact. These regiments have been recruited to their maximum strength of 1,326 men, but the recruits have not been equipped and are without arms, so that when the commands were ordered to the front they had to be left behind. Over 1,200 recruits for these three regiments were left at Chickamauga, it is stated at the War Department. There are serious misgivings among the officers of the volunteer regiments sent to Cuba as to how their men are going to fare when they have to fight with Springfield short-range rifles, using black powder, against an enemy employing long-range Mauser guns, with smokeless powder. Brig. Gen. Garretson, whose brigade left Camp Alger yesterday for the front, said to a reporter before his departure: "I have no doubt we will be detailed for garrison duty, for it seems to me hardly likely that men with Springfield rifles will be pitted against men with Mauser rifles, unless there is no better equipment available."

As there is no better arm available, it is settled that if the volunteers go into the engagement at Santiago it will be with their smoking Springfield guns, which many officers are inclined to regard as equivalent to condemning them to certain death.

ARMY OFFICERS NOMINATED.

WASHINGTON, July 6.—The President to-day sent these nominations to the Senate:

Inspector General Volunteer Army, with rank of Major—Perry Belmont of New York.

First Regiment, Volunteer Engineers—Captain, First Lieut. Edmund M. Sawtelle, First United States Volunteer Engineers. First Lieutenant, Second Lieut. H. R. Bishop, Jr., First United States Volunteer Engineers. Second Lieutenant, William G. Mitchell of New York.

Third Regiment, Volunteers Engineers—First Lieutenant, John W. Daniel, Jr., of Virginia.

Seventh Regiment, Volunteer Infantry—Captain, Robert C. Welles of Missouri. Assistant Surgeon, with rank of First Lieutenant, Major A. W. Shockley of Missouri.

Fifth Regiment, Volunteer Infantry—Assistant Surgeon, with rank of First Lieutenant, John E. Davis of Mississippi.

Transfers—Second Lieut. R. V. Beach, Second Regiment, Volunteer Engineers, to First Regiment; L. B. Hamilton, First Regiment, Volunteer Engineers, to Second Regiment.

Ordnance Department, Regular Army: First Lieutenants to be Captains—Edwin E. Babbitt, Ormond M. Lissak, Beverly W. Dunn, John T. Thompson.

Navy—Passed Assistant Surgeon Frederick A. Nesler to be a Surgeon in the navy.

Among the Home Regiments.

Recruiting for the Two Hundred and First Regiment started yesterday morning in the Twelfth Regiment Armory, and when work was finished for the night at 10:30 o'clock thirty-four men had been accepted and eleven officers examined. Twenty per cent. of the applicants were rejected. The men will be mustered into the service as soon as a company is formed. The recruiting will continue every day until the regiment is complete.

There is trouble in the Twenty-third Regiment as a result of Col. Smith's nomination of Capt. H. De Witt Hamilton to be a Major in the Two Hundred and First Regiment. Several of the other officers designated by Col. Smith will refuse to serve under Major Hamilton on the ground that he is their junior, and has been jumped over their heads. Col. Smith said yesterday that he had nominated Capt. Hamilton simply because he was a good officer and was well fitted for his place.

OUR POLITICAL WARRIORS

Less Importunate Now in Their Demands to be Sent to the Front.

HAVE HEARD FROM SANTIAGO

The Experience of American Troops in Fighting the Spaniards Has Given Them a New Idea of the War.

WASHINGTON, July 6.—One of the results to flow from the baptism of fire to which the troops hurled against Santiago were subjected is a subsidence of the tide of politicians in the War Department corridors clamoring to get to the front or to have their favorites sent there. Much of this clamor, which has been a conspicuous feature in Washington since the war began, has been based, it is recognized, on the belief that the march of the American Army through Cuba would be a "walk-over" akin to that of Gen. Scott's Mexican campaign, and that the probabilities were there would be plenty of novel experiences without much real fighting to be done.

This idea had been encouraged by the stories of battles between the insurgents and the Spaniards, in which few were killed. The impression was quite general that the Spanish soldiers would run before a real attack.

Now that the first test the Spaniards have had has proved them to be foemen worthy any steel and the long roll of the dead and wounded from last week's battles continues to grow longer, an entirely different conception of what service at the front in Cuba means is gaining ground here.

Veterans of the war of the rebellion admit that what with the heat, the lack of food, the torrents of rain, and the terrible fire of the Mauser rifles, our troops in Cuba have gained in a week as much experience as they would have had in a year of fighting at home. Everybody is convinced now that battles with the Spanish regulars are not going to be holiday affairs, and that officers and men are quite as likely to win bullets as glory in them.

In the face of these solemn facts, it is regarded as highly probable that the use of War Department "pulls" to secure the sending of favored officers and commands to the front will be less frequent, leaving more room for the selection of regiments with a view to their actual fitness for service.

It is an open secret here that the selection of two regiments of volunteers from Secretary Alger's own State of Michigan to go to Santiago as the first reinforcements for Gen. Shafter, under command of Brig. Gen. Duffield, a Michigan man, and a personal friend of the Secretary of War, was due to personal and political favoritism. It never has been claimed that these regiments were the best equipped and trained at Camp Alger, and their failure in the first task assigned to them immediately on their arrival at Santiago, when they were sent to co-operate with the fleet in the capture of Aguadores, is looked upon as a demonstration of the fact that they were too raw for the work.

If the demonstration of the seriousness of the work before the troops in Cuba has the effect of putting a stop to such bringing of personal and political pressure to bear in matters that should be judged solely upon military considerations, army officers here will not regard it as entirely an evil, since it would have to come sooner or later, anyhow.

KILLED AND WOUNDED.

Casualties in Gen. Hawkins's Brigade and in the Third United States Cavalry.

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HEADQUARTERS AT JURAGUA, July 5.—Gen. Hawkins, commanding the First Brigade, reports to Gen. Shafter the following casualties to his brigade:

Sixth Infantry.

OFFICERS KILLED.—Capt. A. M. WETHERILL, First Lieut. J. G. ORD, Second Lieut. E. N. BRUCHLEY.

OFFICERS WOUNDED: Lieut. Col. H. J. EGBERT, Capt. G. B. WALKER, Capt. Z. W. TORREY, Second Lieut. I. H. GROSS, Second Lieut. W. H. SIMMONS, Second Lieut. R. S. TURNAN, Second Lieut. JOHN ROBINSON.

Enlisted men killed, ten; wounded, ninety-eight; missing, twenty-nine.

Sixteenth Infantry.

OFFICER KILLED—Capt. T. W. MORRISON.

OFFICERS WOUNDED—Capt. W. L. McFARLAND, Capt. T. C. WOODBURY, Capt. WILLIAM LASSITER, Second Lieut. T. D. LARECY, Second Lieut. R. SPERACE.

Enlisted men killed, 12; wounded, 104; missing, 17.

Seventy-first New York Volunteers.

Enlisted men killed, 18; officers wounded, 1; enlisted men wounded, 60; enlisted men missing, 43.

Recapitulation: Killed in the brigade, 40; wounded, 278; missing, 89. This includes the wounding of Gen. Hawkins, the killing of two aides, and the wounding of another.

Third United States Cavalry.

Following is a complete list of the casualties in the Third United States Cavalry during the three days' fighting before Santiago:

KILLED.

Dr. DANFORTH.
Trumpeter THOMAS POOLE.
Private DAN D. COOLEY.
Private WESLEY C. ROLO.

WOUNDED.

Capt. GEORGE A. DODD, in head by glancing ball.
Capt. WILLIAM A. ARMSTRONG.
Capt. GEORGE K. HUNTER, flesh wound in thigh.
First Lieut. A. C. MERILLAT, slightly in the cheek.
First Lieut. O. B. MEYER, right hip and groin.
First Lieut. ARTHUR THAYER, recovering.
First Lieut. JOHN T. MURPHY, right arm and body.
Sergt. JOSEPH B. ANDREWS, left thigh.
Sergt. ROBERT W. LESHER, slightly.
Sergt. WILLIAM HROSO, had right arm shot off.
Sergt. HENRY SCHLEGEL, badly.
Corp. PATRICK WALD, seriously.
Corp. VICTOR D. HORTON, great toe off.
Corp. WILLIAM A. ARMSTRONG, seriously.
Corp. EDWARD BONNER, seriously.
Corporal WALLACE W. BIGGERS, slightly.
Private WILLIAM M. McCOMB, three toes off.
Private JOHN E. NOLAN, slightly.
Private HENRY WODE, badly.
Private JOHN LEARY, badly.
Private ARTHUR LUCIA, slightly.
Private JOHN CLOGH, severely.
Private GEORGE PERLSTEIN, slightly.
Private GEORGE HORN, badly.
Private NELSON ALLHOUSE, right lung.
Private JACOB PALSTER, slightly.
Private HENRY R. ELLIOTT, slightly.
Private JOHN McDONALD, in chin.
Private RUDOLPH DANSON, right shoulder.
Private JOHN L. FINFLOCK, bullet exploded in wound.
Private C. A. SELOUX, in back, serious.
Private DANIEL EAGAN.
Private JOHN W. FEARN, Jr.
Private FANBROTH FAIRBROTHER, seriously.
Private JOHN PUTRILL, over eye.
Private ANDREW J. ANDERSON, slightly.
Private HARRY A. MITCHELL, slightly.
Private EDWARD SCHOOLER, in hand; slightly.
Private MOLLYROAUX, slightly.
Private CARL M. MARTIN, slightly.
Trumpeter JOSEPH A. GOLDEN, badly.
Private ALBERT FLUGEL, badly.
Private CHARLES MOLIK, badly.
Private CHARLES G. SCANLON, seriously.
Private WILLIAM A. P. WEILD, seriously.
Private THOMAS P. GORDON, seriously.
Private CHARLES T. CASE, badly.
Private PHILIP W. LANOTJ, slightly.

Six out of nineteen officers were wounded and three soldiers were killed and forty-five wounded.

Affairs at Camp Townsend.

CAMP TOWNSEND, Peekskill, N. Y., July 6.—Five hours' drill and three hours' police duty, with the necessary time for meals, leaves the members of the First Regiment, United States Volunteer Engineers, little time to attend to anything else. Six companies are uniformed and equipped, and Company F was supplied with uniforms to-day.

Provisional Company L has been organized, with the following officers: Captain—Richard Esmond; First Lieutenant—F. R. Slater; Second Lieutenant—Percy R. Owens. Company H was undergoing a preliminary examination this afternoon previous to being mustered in.

WOUNDED RETURNING HOME

Men Who Reach Key West Laugh at Their Wounds and Want to Go Back.

FOUGHT AFTER BEING SHOT

Some of Them Had to be Stripped of Their Cartridge Belts Before They Would Stay Away from the Fight.

KEY WEST, Fla., July 6.—The three hundred and twenty-five wounded heroes of Santiago brought here last night by the Iroquois are doing well, and none is in danger. They are distributed between the Marine and Convent Hospitals and an unused cigar factory which had been previously fitted for such purposes.

All officers and some of the men are quartered at the Convent Hospital, where the nuns are doing fine service as nurses. At all places the utmost care and skillful medical and surgical attention are devoted to the wounded men.

These wounded warriors, returning to their native soil after their glorious achievements in the field, were, strange to say, received in rather cavalier fashion. Their landing would have been commonplace had it not been grotesque. The Iroquois entered the harbor about 5 o'clock last evening and through somebody's negligence went aground on a sandbar, where she remained for three hours, a brace of Government tugs struggling to free her, while from the rails of the stranded ship peered bronzed faces of wounded men, eager to step once more on American soil.

Eventually the steamer slid off and was docked. News of her arrival had brought to the dock a motley crowd of curiosity seekers, mostly Cubans. There was not a sign of enthusiasm, even among those very persons for whom the disabled soldiers had received their hurts—not a cheer, not a handclap. It was exactly as if one of the regular line steamers had arrived on a day trip and was discharging her ordinary passengers. There was no gangplank, and the wounded men were obliged to clamber down the companion ladders as best they could to get ashore.

Men Walk to the Horse Cars.

All the ambulances in the town had been brought into service, but, despite their frequent and hurried trips, filled to the last inch, the provision was entirely inadequate. In consequence many of the men had no other recourse than to walk four blocks to the horse car line, on which they were jolted to the hospitals, at the other end of the town.

The sight of the stalwart fellows, blacked by the tropical sun, bruised and scratched by Cuban jungles, and wrapped in bandages which covered but did not conceal their wounds, as they shambled and struggled along the rugged roads, had in it much of pathos, perhaps of tragedy.

It was 11 o'clock before the last of those able to keep their feet had been safely disembarked. Most of these suffer from rifle-shot wounds in the arms or hands. About thirty-five others, whose injuries are in the lower parts of their bodies, had to be carried off on stretchers. Fifteen who are suffering from a mild attack of measles, were left on board the steamer and will probably be taken back to Cuba when the Iroquois returns.

The debarkation was not completed until early this morning.

Most of these men laugh at their wounds. They want to go back, for they have tasted real fighting and are hungry for more.

It was learned to-day that as they fell in the firing lines at Santiago the Corporals hustled them to the rear, but in nearly every case the moment make-shift bandages were swathed about their wounds they pushed again to the front, until it eventually became necessary to strip them of their cartridge belts.

Said one of them to-day, in telling this of the others: "They had to stay back then. They had nothing to fight with."

Anxious to Go Back and Fight.

They talk of the two days' bloody battle in the most unconcerned way imaginable. One man was struck by a Mauser bullet while in the act of firing his revolver. The ball struck his right forearm, between the wrist and elbow. It went straight through the forearm, then penetrated the upper arm, struck his right side and passed through his body, coming out at the left side. Strange to say, he will not die; but he swears he will make his way back to Cuba and score at least ten dead Spaniards for each of his gashes.

All are loud in their praises of the fighting qualities of the Spanish troops, but say their losses must be enormous. Of our own dead and wounded extravagant figures are given by many; but wiser heads place the figures for the two days' fighting at between 1,200 and 1,500, perhaps 300 of whom were killed.

At the hospitals suits of pajamas were served out to the soldiers, and they lounged about the rooms in the airy garments, reading the latest newspaper tales of their own prowess and chaffing each other thereon. Indeed, many of those whose wounds are trifling have been unconcernedly walking about the streets and renewing friendships at the hotels, with no other apparel than these scanty sleeping garments.

The raging surf makes the shipment of the wounded to the transports and hospital ships very difficult, as there is no pier and the landing facilities are meagre.

CHEROKEE BRINGS MORE MEN.

Gen. Young and 325 Officers and Men to be Sent to Tampa.

CAMP SIBONEY, Juragua, Province of Santiago de Cuba, July 5.—Gen. Young, commanding the First Brigade Cavalry Division, left here at noon to-day for Key West, in bad health, on board the Cherokee. The General has been suffering lately from fever, and the doctors advised him to return home. Brig. Gen. Duffield succeeds to his command. There are 325 wounded on the Cherokee.

WASHINGTON, July 6.—The War Department to-night received the following dispatch:

"In camp near Santiago, July 5.—Iroquois already sailed for Key West. If Cherokee has not sailed will have her go to Fort Monroe. Hereafter all wounded will be sent to Fort Monroe.
"SHAFTER, Commanding."

The Marine Hospital Service official at Key West, Fla., to-day telegraphed the authorities here of the arrival on the Red Cross steamer Iroquois of 300 wounded from the battle of Siboney, near Santiago, at Key West yesterday, and that they have been taken to the general hospital. There were no infectious diseases among them. They will probably be kept at Key West.

In anticipation of the arrival of the Cherokee with another large batch of wounded, Adjt. Gen. Corbin to-day telegraphed the commanding officer at Key West to arrange that when the Cherokee arrived at that port she be sent without delay to Tampa, where she will be met by a hospital train and the sick and wounded soldiers taken immediately to Fort McPherson, near Atlanta, Ga. There is a general hospital there, with a full corps of Surgeons and every appliance and medicine for the treatment of the wounded.

Should the accommodations not be sufficient, however, a number of the patients will be sent to Fort Monroe, where an excellent hospital has been established. There are also accommodations for the wounded at Fort Townsend, Ky., and Chickamauga, Georgia.

CRITICISM BY MISS BARTON.

She Says Hospital Accommodation at the Front Is Inadequate.

WASHINGTON, July 6.—The following cablegram has been received at the White House from Miss Clara Barton, dated Siboney, Cuba, July 4:

"Kennan and Egan reached here yesterday. Five more of us came to-day by army wagon and on foot. Eight hundred wounded have reached here from the front since Friday morning. Surgeons and litter squads have worked night and day. Hospital accommodations inadequate and many of the wounded lie on the water-soaked ground. The Texas is feeding refugees at Siboney. Texas will go to Guantanamo to-morrow.
"BARTON."

Surgeon General Sternberg of the army objects to these criticisms concerning the alleged inadequacy of the hospital accommodations with Shafter's army for the care of the wounded. "Such complaints as these," said he, "invariably arise in the operations of armies in the field. When the men went into battle they threw away their blankets and other clothing not absolutely necessary to be carried with them, and when they were wounded their underclothes were cut away by the Surgeons in order that the latter might properly dress and attend to their wants.

"It is not practicable for an army commander to send forward with the van of the army everything necessary in the hospital line, and resort for the supplies must necessarily be had to the rear division hospitals, where there is always a large consignment of everything needed on hand. Such is the case at this time with Shafter's army. The hospital branch furnishes blankets, mosquito bars, pillow cases, sheets, and shirts for field use, and with all these requisites the army is supplied."

Gen. Sternberg made public the following telegrams which have passed between him and Dr. Pope, the Chief Surgeon of the Hospital Corps on duty with Shafter's army:

"Headquarters of the Fifth Army Corps,
"July 5, via Playa.
"Surgeon General United States Army, Washington:
"Wounded number about 1,000. Need large amount of shirts, drawers, blankets, and linen. Many are entirely naked.
"POPE, Chief Surgeon."

"Washington, July 6.
"Pope, Chief Surgeon, Santiago de Cuba:
"Hospital ship Relief, which sailed Sunday, has ample supplies of all kinds for issue, including cots, blankets, shirts, &c.
"STERNBERG."

Gen. Sternberg says that the hospital ship Relief is expected to reach the army at Santiago to-morrow, at which time she will immediately begin to distribute the supplies aboard of her.

ANTICIPATED HIS OWN DEATH.

Seventy-first Regiment Member Wrote to a Friend of His Presentiment.

The Iroquois Club of Brooklyn is making an effort to secure the body of Charles D. Holland, a member of the Seventy-first Regiment, who was among the killed at Santiago. Holland lived at the home of Mrs. F. Beatty, 206 South Eighth Street, and was a brother of the designer and inventor of the submarine torpedo boat. He was twenty-seven years old, and was employed as an agent with the Metropolitan Life Insurance Company.

He enlisted with the Seventy-first Regiment at the first call for volunteers, and before he left Brooklyn he paid one year's premium on a thousand-dollar policy on his life to the company which employed him. On June 26 Mrs. Beatty received a letter from Holland, in which Holland said he had a foreboding that he would be killed, and requested Mrs. Beatty to dispose of his things in that event. Besides belonging to the Iroquois Club, Holland was a member of the Church of St. Peter and Paul and of Sylvester Council, Catholic Benevolent Legion.

AMBULANCE EQUIPMENT.

The First New York Red Cross Society Issues an Address to the Public—Good Work Done.

The First New York Red Cross Ambulance Equipment Society met yesterday afternoon at the residence of Mrs. W. S. Cowles, 689 Madison Avenue. The Treasurer reported donations of $2,961.18 since the last meeting, making the total contributions to date $57,277.21. Those contributing since the previous meeting were: Mrs. George Bliss, Miss Bliss, Mrs. Gorham Bacon, Mrs. Charles S. Bates, Mrs. John Benjamin, Mrs. Charles Duggin, Miss Theresa Damon, Mrs. George Frelinghuysen, Johnson, Cowdin & Co., Mrs. Foxhall Keene, Miss Amelia Oliver, Miss Phipps, Mrs. James Roosevelt, Mrs. Edwin B. Sheldon, Mrs. William C. Story, Mrs. Arthur Terry, Mrs. Woodhouse, and I. R. I.

Mrs. Douglas Robinson reported $144.25 from the Orange, N. J., Auxiliary, and $270.08 from a fair given recently by Corinne Robinson.

Of the sum raised by this society about $18,000 has been spent for ambulances, harness, horses, &c., and $15,000 more have been pledged for these equipments. It is the intention of the society to send fifteen ambulances in all to Cuba. Six of these were sent last week and three more will leave to-morrow on the transport Port Victor for Santiago.

At yesterday's meeting the following address to the public was prepared:

The First New York Red Cross Ambulance Equipment Society desires to make a statement of what it has already accomplished, and to point out the scope of its present and future work. As stated originally in its circular this society undertook primarily to supply the need of ambulances. Of those given, six have already been sent to Cuba and the remainder will follow as required. The fact that the first military dispatches from the field called for more ambulances conclusively proves the necessity for them. This society reserved to itself the right to devote a portion of its funds to other Red Cross relief work, and consequently it has been to this auxiliary that the National Relief Committee has turned for aid for special purposes. In the first requisition made by Miss Barton on the Relief Committee were included hospital tents, stretchers, air beds, field hospital supplies, (medicines, bandages, delicacies, &c.,) all of which were sent by this society at a few days' notice. These supplies were among the earliest to reach Cuba. The Red Cross agencies in Camp Alger and at Chickamauga and Jacksonville were started by funds from the First New York Ambulance Society.

Every day the need at the front becomes greater, and it is impossible to exaggerate the suffering of our men. Owing to the fact that a large sum must be reserved for ambulance needs and that the demands upon us in other ways have been very great, we wish to state that our treasury is much depleted. We, therefore, rely on the further generosity of the public to continue our work to meet the almost daily requirements made upon us. All contributions may be sent to Miss Louisa Morgan, 219 Madison Avenue.

The society will not meet again until July 20, at 4 P. M.

THE UNITED SERVICE.

Army.

First Lieut Michael S. Murray, Regimental Quartermaster, Third United States Volunteer Engineers, will proceed to Jefferson Barracks, Missouri, and take station.

The assignment to duty in the office of the Paymaster General of the Army of the following-named officers, under verbal instructions from the Secretary of War, is announced: Major Harry L. Rogers, Paymaster, United States Army from May 19; Major Daniel W. Arnold, additional Paymaster, United States Volunteers, from June 11; Major Fred T. Jones, additional Paymaster, United States Volunteers, from June 10; Major Hiram L. Grant, additional Paymaster, United States Volunteers, from May 20; Major George W. Moses, additional Paymaster, United States Volunteers, from June 20; Major George W. Fishback, additional Paymaster, United States Volunteers, from May 27; Major Frank M. Hammond, additional Paymaster, United States Volunteers, from May 27; Major Michael F. Sheary, additional Paymaster, United States Volunteers, from June 10; Major George C. Stewart, additional Paymaster, United States Volunteers, from May 27.

First Lieut. Newton Cannon and Charles M. Duffy United States Volunteer Signal Corps, are assigned to duty at Washington Barracks, District of Columbia, and will report by letter to Col. Henry H. C. Dunwoody, United States Volunteer Signal Corps.

Second Lieut. Walter L. Clarke, United States Volunteer Signal Corps, Signal Officer, Department of the East, will proceed to Narragansett Pier and Block Island, R. I., and carry out such special instructions as he may receive from the Chief Signal Officer of the army.

Acting Assistant Surgeon Stanley Warren, United States Army, will proceed at once from Fort Myer to Fort Monroe, Va., and report to Major George H. Torney, Surgeon United States Army, in charge of the United States hospital ship Relief at that place, for transportation to Santiago de Cuba, and upon arrival at that point will report to Major Gen. William R. Shafter, United States Volunteers, commanding United States troops at that place, for assignment to duty.

Acting Assistant Surgeon Charles C. Marbury, United States Army, will proceed at once to Fort Monroe, Va., and report to Major George H. Torney, Surgeon United States Army, in charge of the United States hospital ship Relief at that place, for transportation to Santiago de Cuba, and upon arrival at that point will report to Major Gen. William R. Shafter, United States Volunteers, commanding the United States troops at that place, for assignment to duty.

First Lieut. Tracy C. Dickson, Ordnance Department United States Army, will make not to exceed eight visits during the month of July to the works of the American Ordnance Company, Bridgeport, Conn., on official business pertaining to the manufacture of ordnance material for the Ordnance Department.

First Lieut. Tracy C. Dickson, Ordnance Department, United States Army, will make not to exceed eight visits during the month of July to the works of the Driggs Seabury Gun and Ammunition Company, Connecticut, on official business pertaining to the manufacture of ordnance material for the Ordnance Department.

Capt. Ira MacNutt, Ordnance Department, United States Army, will make not to exceed six visits to Birdsborough, Penn., on official business pertaining to the manufacture of rapid-fire guns for the Ordnance Department.

First Lieut. Townsend Lawrence, Second United States Volunteer Engineers, will proceed to Chickamauga Park and report to Brig. Gen. Oswald H. Ernst, United States Volunteers, for appointment and duty as aide de camp.

First Lieut. Robert J. Duff, Eighth United States Cavalry, having been appointed Adjutant, will upon the completion of his present mustering duties, proceed to Fort Meade, South Dakota, and report to the commanding officer of his regiment for duty.

Major William H. Almy, Assistant Adjutant General, United States Volunteers, will proceed to Chickamauga Park and report to the commanding General of the troops at that place for assignment to duty on the staff of a division commander in the Third Army Corps.

Leave of absence for two months from July 1, on account of sickness, is granted Second Lieut. Guy V. Henry, Fourth Infantry.

The leave of absence, on Surgeon's certificate of disability, granted First Lieut. William C. Rafferty, First Artillery, Department of the Gulf, is extended one month, on account of sickness.

Second Lieut. Herbert N. Royden, Twenty-third Infantry, is relieved from duty as military professor at the University of Maine, Orono, Me., by the Secretary of War, who directs that upon the completion of his duties as mustering officer he proceed to Chickamauga Park and report to Brig. Gen. Charles P. Mattocks, United States Volunteers, for appointment and duty as aide-de-camp, on his staff.

First Lieut. John W. Black, Third Regiment Volunteer Engineers, will proceed to Camp George H. Thomas, Chickamauga Park, and report to Major Gen. James H. Wilson, United States Volunteers, for appointment and duty as aide de camp.

Capt. Henry D. Borup, Ordnance Department, will report to the commanding General of the United States troops remaining at Chickamauga Park for duty as Chief Ordnance Officer on his staff.

The following-named Commissaries of Subsistence, United States Volunteers, will proceed to the places hereinafter specified, and report as indicated: Capt. Charles E. Golden, John M. Tobin, and James C. Grant, to Chickamauga Park, and report to the commanding General of the troops at that place for assignment to duty as Commissaries of Subsistence on the staffs of Brigadier Commanders in the First Army Corps; Capts. Edwin W. Hurlbut and Frederic H. Pomroy, to Tampa, and report to the commanding General, Fourth Army Corps, for assignment to duty as Commissaries of Subsistence on the staffs of Brigadier Commanders in that corps.

The following-named Chief Commissaries of Subsistence, United States Volunteers, will proceed to the places hereinafter specified and report as indicated:

Major Edmund W. Bach, to St. Paul, Minn., and report to the commanding General, Department of Dakota, for assignment to duty as Chief Commissary of that department; Major Joseph H. Heatwole, to Chickamauga Park, and report to the commanding General of the troops at that place for assignment to duty as Chief Commissary of Subsistence on the staff of a division commander in the First Army Corps.

Acting Assistant Surgeons James McV. Mackall and A. A. Snyder, United States Army, will proceed to Fort Monroe, Virginia, and report to Major George H. Torney, Surgeon, United States Army, in charge of the United States hospital ship Relief at that place, for transportation to Santiago de Cuba, and upon arrival at that point will report to Major Gen. William R. Shafter, United States Volunteers, commanding United States troops at that place, for assignment to duty.

Major Alfred E. Bradley, Brigade Surgeon, United States Volunteers, will proceed at once to Fort Monroe, Virginia, and report to Major George H. Torney, Surgeon, United States Army, in charge of the United States hospital ship Relief, for duty.

Leave of absence for one month, on account of sickness, is granted First Lieut. P. Stuyvesant Pillot, Twelfth Infantry, New York Volunteers, now on recruiting service in New York City.

The Commanding General, Department of the Pacific, will convene such boards of officers, from time to time, as may be necessary for the examination of officers serving in that department, to determine their fitness for promotion under the act of Congress approved Oct. 1, 1890.

Capt. James B. Erwin, Fourth Cavalry, is relieved from temporary duty with the National Guard of Georgia and will proceed at once to join his regiment.

Acting Assistant Surgeon Jesse Ramsburgh, United States Army, will proceed to Fort Monroe, Va., and report to Major George H. Torney, Surgeon United States Army, in charge of the United States hospital ship Relief at that place, for transportation to Santiago de Cuba, and upon arrival at that point will report to Major Gen. William R. Shafter, United States Volunteers, commanding the United States troops at that place, for assignment to duty.

Changes in the stations and duties of officers of the Subsistence Department:

Major William L. Alexander, Commissary of Subsistence, is relieved from duty as Purchasing and Depot Commissary at Jacksonville, Fla., and will proceed to St. Louis, Mo., and relieve Capt. John H. Duval, Commissary of Subsistence, as Purchasing Commissary at that place.

Capt. Duval, on being thus relieved, will proceed to Jacksonville, Fla., for duty as Purchasing and Depot Commissary at that place.

Acting Assistant Surgeon Henry L. Brown, United States Army, will proceed to Fort Monroe, Va., and report to Major George H. Torney, Surgeon, United States Army, in charge of the United States hospital ship Relief, at that place, for transportation to Santiago de Cuba, and upon arrival at that point will report to Major Gen. William R. Shafter, United States Volunteers, commanding United States troops at that place, for assignment to duty.

During the absence of First Lieut. E. F. Ladd, Ninth Cavalry, Secretary and Treasurer of the Soldiers' Home, District of Columbia, on detached service, the duties of Secretary and Treasurer of the home will be performed by Lieut. Col. Reuben F. Bernard, United States Army, commencing June 30.

First Lieut. Frank B. Edwards, First Infantry, New York Volunteers, is honorably discharged from the service of the United States, having been erroneously mustered into the said regiment as Battalion Adjutant.

Acting Assistant Surgeons James T. Arwine, John R. Hicks, and Rufus D. Boss, United States Army, will proceed to Fort Monroe, Va., and report to Major George H. Torney, Surgeon, United States Army, in charge of the United States hospital ship Relief, at that place, for transportation to Santiago de Cuba, and upon arrival at that point will report to Major Gen. William R. Shafter, United States Volunteers, commanding United States troops at that place, for assignment to duty.

Major William C. Langfitt, Second Regiment, Volunteer Engineers, will report to Major Gen. Wesley Merritt, commanding the expedition to the Philippine Islands, to continue on duty with the expedition, in command of the engineer troops; Lieut. Col. Harry F. Hodges, First Regiment, Volunteer Engineers, is relieved from duty as a member of the Board of Engineers, New York City, and will report to the Colonel of his regiment for duty under his immediate orders; Lieut. Col. Edward Burr, Second Regiment, Volunteer Engineers, will continue in command of the engineer troops on duty with the United States forces in Cuba, and will report accordingly to Major Gen. William R. Shafter, United States Volunteers.

Major Graham D. Fitch, engineer officer of volunteers will report to commanding General of the United States troops now in Cuba for duty as a division engineer.

Major John S. Sewell, First Regiment, Volunteer Engineers, is relieved from further station and duty at Boston, Mass., to take effect July 10, and will repair to camp Townsend, near Peekskill, N. Y., and assume command of his battalion and organize it for field service.

Navy.

M. D. Darnall is appointed Paymaster's Clerk for duty on the Lancaster in connection with the accounts of auxiliary vessels.

Capt. P. H. Cooper is detached as Superintendent of the Naval Academy and ordered home to be ready to command the Chicago.

Commodore R. R. Wallace, retired, is appointed a member of the Lighthouse Board.

Commodore F. V. McNair is detached as a member of the Lighthouse Board and ordered to Annapolis as Superintendent of the Naval Academy.

Naval Cadet R. Morris is ordered to the Philadelphia.

Lieut. J. A. Dougherty is detached from the Sterling and ordered immediately to the Helena.

Paymaster R. T. M. Ball is detached from the Cincinnati and ordered to be ready for orders to the Chicago.

William R. Wade, Bath, Me., is appointed Ensign.

J. W. Fesler is appointed naval cadet.

Thomas J. Garrett, Linden, Montgomery County, Md., appointed mate June 29, is ordered to the St. Paul immediately.

Assistant Surgeon T. G. Odell is ordered to the Vermont immediately.

Passed Assistant Engineer R. S. Talbot is relieved of court-martial duty.

Lieut. W. R. Addicks is ordered to command the Aileen immediately.

Lieut. A. Gartley is detached from command of the Aileen and ordered immediately to command the Arab.

Ensign A. D. Pearce is ordered to the New Hampshire immediately.

Ensign C. A. Thompson is ordered to the Apache immediately.

Assistant Paymaster W. B. Rogers is ordered to the Delmonico immediately.

Lieut. G. I. Jones is ordered to the Lehigh immediately.

Ensign W. B. Edgar is ordered to the Catskill immediately.

Lieut. W. H. Nostrand is detached from the Buccaneer and ordered immediately to the Sterling.

Lieuts. A. E. Thomas and J. K. Dexter and Ensign E. W. Hamlen are ordered to the Governor Russell immediately.

Lieut. J. E. Noel is ordered to return his commission for cancellation.

NAVY YARD NOTES.

The court-martial ordered by the Secretary of the Navy to try Civil Engineer U. S. G. White on charges growing out of the faulty work on the timber dock in the navy yard convened yesterday. Lieut. White waived the reading of the specifications, and pleaded not guilty to all the charges. The court then adjourned until this morning.

The cruiser Atlanta has been fitted with a new four-bladed propeller, which it is expected will increase her speed. All her gun platforms are in position, and she will have her guns mounted as soon as she is floated out of the dock, which will probably be to-morrow.

The revenue cutter Calumet sailed for the South yesterday. She will stop at Norfolk.

Officers of Coast Defense Fleet.

The following assignment of officers in the coast defense fleet was announced by Admiral Erben yesterday:

On the Governor Russell—Ensign E. W. Hamlin, Lieut. A. E. Thomas, and Lieut. J. K. Dexter. To command the Aileen—Lieut. Walter R. Addicks.

Lieut. Alonzo Gartley is transferred from the command of the Aileen to the Arab, and Ensign Alfred D. Pierce from the monitor Jason to the New Hampshire.

ON THE BASEBALL FIELD

Bostons Win a Game in Brooklyn Because of Kennedy's Erratic Playing.

MAGOON SHOWS UP WELL

The Brooklyns' New Shortstop Appears to be a Good Player—New Yorks Win an Exhibition Game in Orange.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Cincinnati	46	23	.667
Boston	42	25	.627
Baltimore	40	25	.615
Cleveland	39	27	.591
Chicago	40	29	.580
Pittsburg	36	31	.537
New York	31	34	.477
Philadelphia	27	36	.429
Brooklyn	27	37	.422
Washington	27	39	.409
St. Louis	23	48	.324
Louisville	22	46	.324

Results of League Games Yesterday.

Boston, 5; Brooklyn, 2.
Baltimore, 9; Philadelphia, 8.
Baltimore, 15; Philadelphia, 0.
Pittsburg, 3; St. Louis, 1.
Chicago, 6; Cleveland, 5.

Games To-day.

Brooklyn in New York.
Cincinnati in Chicago.
St. Louis in Cleveland.
Boston in Philadelphia.
Louisville in Pittsburg.
Baltimore in Washington.

The Bostons continued their winning streak in Brooklyn yesterday, defeating the Brooklyns at Washington Park in the presence of about 2,500 persons. The increase in the attendance was due to the team's good showing on their recent Western trip, but they failed to signalize their return with a victory, which could have been scored had Kennedy not made two misplays on easy chances after giving a base on balls in the first and seventh innings.

Neither team did much batting, as both Kennedy and Lewis were in good pitching condition. The Boston man, however, did the best work, being very effective when runs seemed imminent. Kennedy was hit freely in the third inning, the Bostons making three of their seven hits, including a home run. The latter hit, by the way, should not have netted more than two bases, but Collins, who hit the ball, was enabled to make the circuit because of slow fielding by La Chance. Lewis was caught napping at several stages of the game.

In the third inning Jones, who was on third base, made a dash for the plate, when Lewis posed to pitch the ball. Jones was about fifteen feet from the plate when both pitcher and catcher saw the runner. Lewis threw the ball, but Yeager became bewildered when he saw Jones rushing toward him and let the ball pass him. It was a desperate attempt at base stealing on the part of Jones, and he received an ovation when he walked to the bench.

Magoon, the Brooklyn's new short stop, who was recently secured from the Brockton Club, made his initial appearance at Washington Park, and his work pleased the crowd. He is a fast fielder and throws excellently to the bases. His actions when recovering the ball are those of a crack player. The Boston players hit the ball down his way with an abundance of force nine times during the game, but he accepted each chance without the semblance of a fumble. Lowe and Long played a superb game in the field for the visitors. Score:

BROOKLYN.	R	BH	PO	A	E	BOSTON.	R	BH	PO	A	E
Griffin, cf.	1	1	3	0	0	Stivetts, rf.	1	1	0	0	0
Jones, rf.	1	1	1	0	0	Tenney, 1b.	1	2	12	0	0
Lachance, lf.	0	0	1	0	0	Duffy, cf.	0	0	0	0	0
Tucker, 1b.	0	1	9	2	0	Collins, 3b.	1	1	2	2	0
Hallman, 2b.	0	0	5	2	0	Stahl, lf.	0	1	1	2	0
Shindle, 3b.	0	1	1	0	0	Long, ss.	0	1	3	6	0
Magoon, ss.	1	0	0	8	0	Lowe, 2b.	0	0	4	5	0
Ryan, c.	0	1	6	1	0	Yeager, c.	1	0	4	1	2
Kennedy, p.	0	0	1	4	2	Lewis, p.	1	0	0	1	0
Total	3	5	27	17	2	Total	5	6	*26	16	2

*Hallman out for Tucker's interference.

Brooklyn ... 2 0 0 1 0 0 0 0 0—3
Boston ... 1 0 2 0 0 0 2 0 0—5

Earned runs—Brooklyn, 1; Boston, 2. First base by errors—Brooklyn, 1; Boston, 2. Left on bases—Brooklyn, 2; Boston, 5. Base on balls—Off Kennedy, 3; off Lewis, 1. Struck out—By Kennedy, 4; by Lewis, 3. Home run—Collins. Three-base hit—Stivetts. Sacrifice hits—Tenney, Duffy, Lowe, La Chance, Lewis, and Stivetts. Stolen bases—Duffy, Jones, and La Chance. Umpire—Mr. Emslie. Assistant Umpire—Mr. Hunt.

New Yorks Win in Orange.

ORANGE, N. J., July 6.—The New Yorks met the Orange Athletic Association team this afternoon, winning easily by a score of 13 to 8. Fishel, the Columbia College pitcher, was tried against the home team and did well. The New Yorks made seventeen hits off Westervelt, who was formerly a member of the New York team. Score:

New York ... 1 3 0 0 2 0 2 0 5—13
Orange A. C. ... 0 0 3 0 2 0 0 0 3—8

Baltimore, 9; Philadelphia, 8.

BALTIMORE, July 6.—The Baltimores and Philadelphias played two games to-day, and the home team won them both. The first contest was exciting at the finish, but the other was very one-sided. Dr. Pond, who has enlisted in the hospital corps of the army, pitched his last professional game before joining his command, and covered himself with glory. Score:

FIRST GAME.

Baltimore ... 0 0 0 3 2 0 4 0 *—9
Philadelphia ... 0 0 0 0 2 2 0 0 4—8

Base hits—Baltimore, 11; Philadelphia, 8. Errors—Baltimore, 4; Philadelphia, 1. Batteries—Baltimore, Hughes and Robinson; Philadelphia, Dunkle and McFarland.

SECOND GAME.

Baltimore, 15; Philadelphia, 0.

Baltimore ... 0 0 3 8 0 2 1 1 *—15
Philadelphia ... 0 0 0 0 0 0 0 0 0—0

Base hits—Baltimore, 23; Philadelphia, 5. Errors—Philadelphia, 6. Batteries—Baltimore, Pond and Clarke; Philadelphia, Wheeler and Murphy. Umpire—Mr. Gaffney. Assistant Umpire—Mr. Brown.

Pittsburg, 3; St. Louis, 1.

PITTSBURG, July 6.—Notwithstanding the small score, the game to-day was uninteresting. St. Louis tallied on a hit and Schriver's wild throw. Gray won the game in the eighth inning with a hit, scoring Hastings and Donovan. Score:

Pittsburg ... 1 0 0 0 0 0 0 2 *—3
St. Louis ... 0 0 0 0 1 0 0 0 0—1

Earned runs—Pittsburg, 1. Base hits—Pittsburg, 11; St. Louis, 4. Errors—Pittsburg, 1. Batteries—Pittsburg, Hastings and Ely; St. Louis, Hughey and Sugden. Umpire—Mr. Snyder. Assistant Umpire—Mr. Connolly.

Chicago, 6; Cleveland, 5.

CHICAGO, July 6.—A batting rally in the ninth inning enabled the Chicagos to win from the Clevelands to-day. The game throughout was a fine exhibition. Score:

Chicago ... 1 0 1 0 1 0 0 0 3—6
Cleveland ... 2 0 3 0 0 0 0 0 0—5

Earned runs—Chicago, 3; Cleveland, 3. Base hits—Chicago, 12; Cleveland, 9. Errors—Chicago, 1; Cleveland, 2. Batteries—Chicago, Callahan and Donahue. Umpire—Mr. Swartwood. Assistant Umpire—Mr. Wood.

Other Games.

At Syracuse—Syracuse, 13; Rochester, 3.
At Buffalo—Buffalo, 17; Toronto, 7.
At Providence—Providence, 13; Springfield, 0.
At Wilkesbarre—Wilkesbarre, 6; Montreal, 3.

BALL PLAYERS STRIKE.

The Newark Club Failed to Pay the Men Their Salaries.

The Newark Baseball team of the Atlantic League went on strike yesterday because salaries for two weeks were unpaid. The very unfavorable weather that the club had to contend with during the first six weeks of the season, coupled with the fact that the intense heat on the Fourth of July made the attendance small, drained the club's treasury. Capt. Cassidy was the only player to stand by Manager Burns.

Owing to the strike the team did not go to Paterson. They will probably be suspended indefinitely, as they had no ground for action until their salaries were fifteen days overdue. A new team was signed yesterday afternoon composed of the best players of the Fall River and Brockton teams of the New England League, which disbanded yesterday, and they will report at Hartford to-morrow, and play out the Newark schedule.

GOLF AT MORRISTOWN.

Miss Gertrude Hoy Wins the Women's Match for the Foote Cup—Low Score by Mrs. Phipps.

Twenty enthusiastic women golfers of the Morris County Golf Club, at Morristown, N. J., finished the third club contest yesterday in the series of handicap tournaments for the Foote Silver Cup. The finish was close, and first honors went to Miss Gertrude Hoy, with a net score of 93 strokes. In the match last week Miss Hoy got third place, but her game yesterday showed a marked improvement. A week ago her gross score for the eighteen holes was 148 and her handicap 40 strokes. Yesterday she completed the course in 129 strokes and her handicap was also reduced 4 strokes.

Just one point behind her came Mrs. Henry P. Phipps, who played her last game of the season in a competition. Her handicap of 7 gave her the net score of 94 strokes, but she won the satisfaction of making the best actual score of the day—101 strokes. Mrs. William Shippen, who played from scratch, came next with 104 gross. Miss Helen Shelton, the club champion, did better than a week ago, and made the third best gross score, 107. The two leading scratch scores are:

Mrs. Henry P. Phipps—
Out ... 5 3 4 5 5 6 5 8 7—48
In ... 5 5 6 8 6 6 5 6 6—53
Total ... 101

Mrs. William Shippen—
Out ... 5 4 5 7 6 3 6 8 7—51
In ... 6 5 5 5 7 5 7 7 6—53
Total ... 104

The complete list of players, showing their positions by the handicap ratings, are:

	Gross.	Hdcp.	Net.
Miss Gertrude Hoy	129	36	93
Mrs. H. P. Phipps	101	7	94
Miss Foster	121	20	101
Miss Forsythe	126	23	103
Miss M. Evans	144	40	104
Mrs. Oliver Adams	127	23	104
Mrs. William Shippen	104	0	104
Mrs. S. H. Plum, 2d	132	27	105
Miss Willis	152	45	107
Miss Shelton	107	0	107
Mrs. Arthur Dean	117	10	107
Miss Bell	127	20	107
Miss Bessie Kip	121	12	109
Miss Little	133	23	110
Miss Evans	151	40	111
Miss Williams	138	27	111
Miss Alice Day	113	2	111
Miss Swords	130	18	112
Mrs. J. B. Dickson	156	40	116
Miss Lois Raymond	161	35	126

The winner of the contest last week, Miss Cornelia G. Willis did not compete. The next match will be played July 20.

The men's Fourth of July handicap had a large number of entries, and the long championship course, 5,960 yards, was played over for the first time in competition. R. H. Williams played the best game of his life, and made the best scratch score of the game, 91 strokes. The six players finishing with net scores under 90 holes were:

	Gross.	Hdcp.	Net.
R. H. Williams	91	10	81
W. Allston Flagg	93	8	85
John I. Blair, Jr.	103	18	85
W. L. Thompson	96	8	88
M. Walker	106	18	88
W. G. Van T. Sutphen	107	18	89

Golf at Norwood Park To-day.

The annual three-day open golf tournament of the Norwood Field Club at Long Branch will begin to-day. The contest this morning will be 18 holes, medal play, from which the first sixteen players will qualify to compete for the Norwood Cup, and the next eight will play for the consolation trophy. Walter J. Travis of the Oakland Club won the event last year, and he expects to be among the competitors.

TENNIS TOURNAMENT.

The Middle States Games at Orange Develop Some Surprises.

ORANGE, N. J., July 6.—Play in the Middle States tennis tournament at the Montrose grounds this afternoon was advanced to the semi-finals in the single competition, in which George Miles will meet S. C. Millett and M. D. Whitman will play E. P. Fischer to-morrow. The finals in the singles and doubles will be played on Saturday. The surprises of to-day's play were the defeat of R. D. Stevens, the young Hoboken millionaire expert, by S. C. Millett, and of Ware, the Harvard crack, by Miles, a young Orange player. The scores made to-day were:

Championship Singles.—Third Round—George Miles, Orange, beat Leo Ware, Harvard, 6—3, 6—3; S. C. Millett, New York T. C., beat R. D. Stevens, Orange, 3—6, 6—2, 6—4; M. D. Whitman, Harvard, beat Alfred Codman, Longwood T. C., 6—2, 6—2; E. P. Fischer, New York, beat T. D. Forbes, 6—4, 6—8.

Championship Doubles.—Second Round—Forbes and Ware beat Clothier and Fort, 4—6, 6—0, 6—1. Third Round—Whitman and Carleton beat Ward and Davis, 5—7, 6—4, 15—13.

Consolation Singles.—Second Round—Holcombe Ward, Orange, beat H. W. Hague, Orange, by default. Third Round—R. H. Carleton, Harvard, beat R. D. Little, Princeton, 6—2, 6—4; W. T. Clothier, Philadelphia, beat G. O. Seward, Orange, 7—5, 2—6, 6—1.

BICYCLE MAKERS FAIL.

Chicago Stamping Company's Works Closed on a Judgment.

CHICAGO, July 6.—The Chicago Stamping Company's extensive plant for the manufacture of the United States bicycles and japanned ware was closed to-night because of the inability of the company to pay a judgment for $244,134.66 secured by Frank Sturges, father of Lee Sturges, the President of the corporation.

The amount is the aggregate of fourteen judgment notes made for sums varying from $5,000 to $40,000 each, and representing cash advanced in the period between January, 1896, and December, 1897.

Threats of Eastern creditors to press claims amounting to $70,000, caused the elder Sturges to withdraw his financial support and protect his interests by securing the judgment.

The company's plant, at Congress and Green Streets, where the United States bicycles have been made for years, is, with one exception, the largest of its kind in the West.

FLAGS IN THE WAY AT FIRES.

Chicago Firemen Refuse to Lower Them in Their Work.

CHICAGO, July 6.—A curious thing has come to light within a week concerning firemen and the flags. At two fires in this city, one in a building owned by Mrs. Hetty Green, on South Jefferson Street, three days ago, and the second at 184 Randolph Street, this morning, the work of the firemen was greatly impeded by the presence of large American flags, one of which hung in front of each building.

In spite of this fact the firemen refused to pull down the National colors, which greatly hampered them and delayed the extinguishing of the blaze.

Carmon Company Fails.

CLEVELAND, Ohio, July 6.—An assignment was made to-day by the Carmon Company, manufacturer of electrical supplies at No. 114 Hamilton Street. The assignee is A. R. Manning, Jr., and the assets and liabilities are each fixed at $10,000. Early in the morning R. C. Foster commenced a suit against the company in the Common Pleas Court. Judgment was confessed for $150, and later Foster asked for a receiver. The Court refused to appoint the man asked for, so an assignment was made.

Admiral McNair at Annapolis.

WASHINGTON, July 6.—Admiral F. V. McNair, who has just been promoted to the highest grade in the navy, to-day was ordered to duty as Superintendent of the Naval Academy, relieving Capt. P. H. Hooper, who has been ordered to hold himself in readiness to take command of the cruiser Chicago, now being fitted out at the New York Navy Yard. Admiral McNair has recently been acting as President of the Board of Inspection and Survey. His last sea service was in command of the Asiatic Squadron, in which duty he was succeeded by Admiral Dewey, the hero of Manila.

YESTERDAY'S FIRES.

(From 12 o'clock Tuesday night to 12 o'clock Wednesday night.)

8:55 A. M.—9 Birmingham Street; John Lucy; damage, slight.
1:15 P. M.—231 East One Hundred and Eighth Street; P. Garfio; damage, slight.
1:50 P. M.—736 Eighth Avenue; Jennie Riley; damage, slight.
2:30 P. M.—316 West Sixty-ninth Street; T. Fanno; damage, $5.
6:35 P. M.—3 Vandam Street; Jacob Jackson; damage, $5.
8:10 P. M.—11 Manhattan Street; Edward Misel; damage, slight.
9:20 P. M.—17 Beekman Street; A. G. Spalding & Brothers; no damage.

THE RACES AT BRIGHTON

Horsemen Did Not Give the Association the Proper Support to Make Good Races.

ORNAMENT REDEEMS HIMSELF

The Spring Handicap Winners Met in the Fourth Race at a Mile and a Quarter, and the Son of Order Was an Easy Winner.

In former years the Brighton Beach Racing Association always found some obstacle in its path to success, and although the management has endeavored in every way possible to make its meeting this year, which opened yesterday, an exception, there is danger that once more the energetic management of President Engeman and the liberality of the association to the horse owners will go for naught. Last year the bar to a successful meeting was found in the elements, for rain fell on almost every racing day and this resulted in light fields. But this cannot be offered as an excuse in the present case.

The association has hung up purses as valuable as those offered at other tracks, it gives owners the same accommodations other tracks afford them, and it has spent money without stint in transforming the old home of the beachcombers into a track that is as well-appointed in conveniences for the public as any in the country. Yet the horsemen, as they did several times before, apparently forgot all of these things yesterday and withdrew their horses, leaving light fields. The sixth race in particular suffered from the blue pencil, and as, when it was too late to make up an extra race to take its place, all of the eight starters, with the exception of Peep o' Day, were withdrawn, the purse was awarded to the surviving starter after he had walked over the course.

The feature of the programme was the Brighton Handicap at a mile and a quarter, which resulted in a splendid race between Ornament, the winner of the Brooklyn Handicap; Tillo, the winner of the Suburban; George Keene, the winner of the Metropolitan Handicap, and Semper Ego, who finished second to Tillo in the Suburban. Class told in this case, and so Ornament won in fairly easy fashion, even though Sims made a bluff by driving him out at the end. The start was a good one, and once the race was on, George Keene, the lightest weighted of the four, went to the front. He showed the way down past the grand stand, with Ornament second, a length behind him, and Tillo at the latter's flanks. Semper Ego trailed last, and the order of line was not changed any until the backstretch was reached, when Ornament moved up a bit. Rounding the far turn, Sims sent Ornament up on almost even terms with George Keene and then Semper Ego and Tillo also closed. Ornament swung into the van once they were straightened out, and then Williams sent Tillo thundering after him. But Tillo was not equal to the test. He kept going to the end, though, and Sims, not caring to take chances, shook Ornament up a trifle, winning by a length. Tillo was three lengths before George Keene.

The First Attempt Stakes, for two-year-olds, brought that uncertain performer Kingdon to the post with a lot of inferior horses. Kingdon was in excellent fettle, and class again told, for he won easily from Rhinelander by a length. Alpen and Rusher made all the running, but dropped back tired at the end, and were beaten for third money by Muggins.

August Belmont announced yesterday that he will retire Lady Marian.

The other races of the day are sufficiently described in the summaries, which are given herewith:

The Summaries.

FIRST RACE.—For three-year-olds and upward. By subscription of $10 each, with $600 added, of which $100 to second and $50 to third. Three-quarters of a mile. Time—1:14¼.

1—Handsel, J. A. Bennet's ch. c., 3 years, by Hanover-Tarantella, 107 pounds, 6 to 1 and 2 to 1 ....(Doggett)
2—Kitefoot, Marcus Daly's ch. f., 3, 102, 11 to 5 and 3 to 5 ....(Maher)
3—Lambent, M. Clancy's b. m., 5, 125, 10 to 1 ....(Williams)

Swiftmas, 119, 7 to 5, (Murphy;) Dr. Black, 107, 12 to 1, (Spencer;) Sensational, 104, 20 to 1, (E. Jones;) Premier, 118, 40 to 1, (Taral,) and Mrs. Trumbridge, 92, 20 to 1, (O'Connor,) also ran and finished in the order named.

Won easily by two lengths; heads between second, third, and fourth.

SECOND RACE.—For maiden two-year-olds; selling allowances. By subscription of $10 each, with $500 added, of which $75 to second and $25 to third. Five furlongs. Time—1:03.

1—Kinley Mack, Eastin & Larabie's b. c., by Islington-Songstress, 108 pounds, 6 to 1 and 2 to 1 ....(Murphy)
2—The Gardner, L. O. Appleby's ch. c., 108, 3 to 1 and 4 to 5 ....(Spencer)
3—Rare Perfume, John Daly's br. c., 110, 10 to 1 ....(Maher)

Meddlesome, 102, 4 to 1, (Songer;) Full Dress, 99, 5 to 1, (Dupee;) Strangest, 106, 12 to 1, (Garrigan;) Al Reeves, 99, 30 to 1, (O'Connor;) Ben Lodi, 108, 5 to 1, (Hamilton;) Savory, 106, 12 to 1, (Sims;) Ben Blue, 104, 15 to 1, (Lambley;) Tophet, 106, 50 to 1, (Johnson,) and Federal, 106, 40 to 1, (Coylie,) also ran and finished in the order named.

Won in a drive by a length; a head between second and third.

THIRD RACE.—For three-year-olds and upward; selling allowances. By subscription of $10 each, with $800 added, of which $150 to second and $50 to third. One mile. Time—1:41¼.

1—Bannock, Graham Anderson's ch. h., 4 years, by Turco-Sister Louise, 111 pounds, even money and 1 to 3 ....(Maher)
2—Nosey, J. C. Quinn's b. c., 3, 104, 5 to 2 and 3 to 5 ....(Spencer)
3—Rotterdam, J. L. Dwyer's b. h., 4, 108, 8 to 1 ....(Sims)

Merlin, 94, 30 to 1, (O'Connor,) and Leedsville, 107, 5 to 1, (Murphy,) also ran and finished as named.

Won in a drive by a length and a half; a length between second and third.

FOURTH RACE.—The Brighton Handicap, for three-year-olds and upward; of $50 each, with $2,000 added, of which $300 to second and $200 to third. One mile and a quarter. Time—2:07¾.

1—Ornament, Headley & Norton's ch. h., 4 years, by Order-Victorine, 128 pounds, 7 to 10 and 1 to 3 ....(Sims)
2—Tillo, Rogers & Rose's b. h., 4, 126, 5 to 2 and 3 to 5 ....(Williams)
3—George Keene, C. Fleischmann's Son's b. c., 3, 101, 12 to 1 ....(Spencer)
4—Semper Ego, Bromity & Co.'s ch. h., 5, 115, 6 to 1 ....(Taral)

Won in a drive by a length; three lengths between second and third.

FIFTH RACE.—The First Attempt Stakes, for two-year-olds, of $10 each, with $1,000 added, of which $200 to second and $100 to third. Five furlongs. Time—1:03.

1—Kingdon, M. F. Dwyer's b. c., by Kingston-Lady Ballard, 127 pounds, 3 to 1 and even money ....(Williams)
2—Rhinelander, J. E. Madden's b. c., 112, 15 to 1 and 6 to 1 ....(Sims)
3—Muggins, J. S. Curtis's b. c., 112, 15 to 1 ....(Doggett)

Alpen, 112, 9 to 5, (Murphy;) Rusher, 122, 10 to 1, (Taral;) Emogre, 102, 12 to 1, (Maher;) Imitation, 102, 15 to 1, (Spencer;) Chorus Boy, 99, 5 to 1, (Songer,) and Mark Miles, 102, 30 to 1, (Dupee,) also ran and finished in the order named.

Won easily by a length; a head between second and third.

SIXTH RACE.—For three-year-olds and upward, non-winners of $1,000 in 1898. By subscription of $10 each, with $600 added. One mile and an eighth.

1—Peep o' Day, J. A. McCormack's b. h., 5 years, by Ayrshire-Sundown, 116 pounds, walked over the course ....(Taral)

The Card for To-day.

FIRST RACE.—For three-year-olds and upward; selling. One mile and an eighth.

	Pounds.		Pounds.
Squire Abingdon	99	Flax Spinner	94
Siffleur	96	Longacre	90
Chalmers	94	Ella Daly	85

SECOND RACE.—For two-year-olds; selling. Five furlongs.

Passe Partout	117	Gen. Mart Gary	107
Tamotap	112	Tender	107
St. Clair	112	Savory	107
Hilee	109	Tendresse	106
Roysterer	107		

THIRD RACE.—For three-year-olds. One mile.

Previous	121	Aurum	114
Swiftmas	118	Glorian	114
George Boyd	118	Ruby Lips	96
Sir Gawain	114		

FOURTH RACE.—Highweight handicap, for three-year-olds and upward. Three-quarters of a mile.

Isidor	140	Billali	109
Lambent	119	Lady Mitchell	108
Tabouret	114	Slasher	100
Van Antwerp	111	Endeavor	98

FIFTH RACE.—For two-year-olds. Three-quarters of a mile.

Kingdon	125	Dr. Parker	97
Duke of Baden	112	Marblehead	97
Russella Walden	109	Subject	94

SIXTH RACE.—For three-year-olds and upward; selling. One mile.

Burlesque	114	Hanlon	108
Peat	112	Black Dude	101
Rotterdam	111	Athamas	99
King T.	111	General Maceo	96
Dolando	110	Octave	94

"Tod" Sloan Ill.

"Tod" Sloan, the jockey, is ill at his home, in Ocean Avenue, Sheepshead Bay, and will probably not be out again for a week or ten days. He was taken ill on Monday, just after the close of the races at the Sheepshead Bay track. Sloan had ridden Hamburg to victory through the storm, and the soaking he got gave him a chill, which soon developed into tonsilitis and fever. His physician said last night that the jockey, if careful, might possibly be fit to ride again next week. Sloan had been engaged to ride at Brighton Beach, and yesterday was to have had five mounts.

PILLSBURY LEADS AT CHESS.

American Champion Defeats Steinitz at Vienna.

VIENNA, July 6.—The chess players met at the local chess club this morning in order to contest the twenty-fifth round of the International Chess Masters' tournament, for which the following order of play was arranged:

Burn against Baird, Walbrodt against Caro, Alapin against Lipke, Schiffers against Halprin, Janowski against Maroczy, Pillsbury against Steinitz, Blackburne against Marco, Showalter against Schlechter, Trenchard against Tschigorin, and Tarrasch a bye.

When an adjournment was taken at 2 o'clock the following results had been recorded: Burn had defeated Baird, Pillsbury had beaten Steinitz, and Janowski and Maroczy had drawn.

The American champion, Pillsbury, now leads by half a game.

In the afternoon session of the international chess tournament, Marco, Walbrodt, and Schiffers beat Blackburne, Caro, and Halprin, respectively. Alapin drew with Lipke and Showalter drew with Schlechter.

In to-morrow's round the pairing will be Schlechter against Blackburne, Marco against Pillsbury, Steinitz against Janowski, Maroczy against Schiffers, Halprin against Tarrasch, Alapin a bye, Lipke against Walbrodt, Caro against Burn, Baird against Trenchard, and Tschigorin against Showalter.

The score now reads: Pillsbury, 19½; Tarrasch, 19; Janowski, 16; Tschigorin and Steinitz, 15½ each; Burn, 15; Alapin, 14½; Lipke, 14; Maroczy, Schlechter, and Walbrodt, each 13½; Marco and Schiffers, 12 each; Blackburne, 11; Showalter and Halprin, 9½ each; Caro, 7; Baird, 6, and Trenchard, 4½.

VAQUERO WINS OFF NEWPORT.

W. K. Vanderbilt, Jr., Buys the London Boat of Robert Goelet, Jr.

NEWPORT, R. I., July 6.—In a very light southerly breeze the thirty-footers raced this afternoon from Brenton's Cove to Hope Island. The race required good seamanship and the owners displayed it. The Vaquero won by a small margin.

SUMMARY—START 2:53.

Boat and Owner.	Finished. H.M.S.	Elapsed Time. H.M.S.
Vaquero, H. B. Duryea	5:58:16	3:05:16
Hera, R. N. Ellis	5:58:51	3:05:51
Wawa, Reginald Brooks	5:58:58	3:05:58
Carolina, Pembroke Jones	6:04:47	3:08:47
Dorothy, H. P. Whitney	6:02:31	3:09:31
Veda, C. Vanderbilt, Jr.	Did not finish.	

Robert Goelet, Jr., has sold to William K. Vanderbilt, Jr., the thirty-six-foot sloop known as the London boat, built in England and brought here by the yacht Mayflower.

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SITUATIONS WANTED—FEMALES.

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CHAMBERMAID, &c.—By a competent chambermaid and waitress; first-class reference. M. O'Connell, 248 East 32d St.

Cooks.

COOK.—By an English woman as first-class cook in all branches, with or without kitchenmaid; French, English, and American cooking; can take entire charge, get up company dinner and luncheon; no objection to the country; has first-class personal reference. 119 West 33d St.

COOK.—A family about to close their house would like to recommend their cook for three months; city or country; private family only. Address A. S. R., 174 West 72d St. If personal interview is desired, call at 27 William St., Room 1,411, between 11 and 3 o'clock.

COOK, &c.—Day's work as capable cook or assist with housework and needle; reference. E., Box 320 Times Up-town Office, 1,269 Broadway.

COOK.—First-class private family or boarding-house; will do plain washing; reference. 208 East 39th St.

COOK.—By a young Swedish woman as cook and good laundress in small private family. 161 East 33d St.

COOK and LAUNDRESS.—By young girl as cook and laundress. Call for two days at 885 10th Av.

COOK.—By a first-class cook; best city reference. 40 West 10th St.

Houseworkers.

HOUSEWORK.—By Swedish girl to care for house or do housework; small family; no washing. Newman, 138 East 43d St.

Lady's Maids.

MAID or NURSE.—A young girl, dressmaker, disengaged for the Summer, would like to wait as maid on lady or nurse to growing children. 585 Lexington Av. Ring third floor bell.

MAID.—By a competent English seamstress and hairdresser; highly recommended. M. M., 581 3d Av.

Nurses.

NURSE.—By a competent nurse; can take entire charge; good reference. 251 West 18th St., Malon's bell.

Waitresses.

WAITRESS or CHAMBERMAID.—Lady leaving town wishes to place her waitress, or as chambermaid; best references. Call, two days, present employer's, 48 West 21st St.

WAITRESS or CHAMBERMAID.—Swedish; best city references. Carol, care Mrs. Bahr, 317 East 24th St.

WAITRESS.—By first-class waitress; private family; city or country; good reference. Nolan, 37 West 16th St.

WAITRESS—In a private family; best city reference. 534 West 45th St.

SITUATIONS WANTED—MALES.

Butlers.

BUTLER.—By thoroughly competent butler; single; age thirty-five; good references; disengaged on account of family going to Europe; moderate wages; go anywhere. L. T., 204 West 39th St.

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Coachmen.

COACHMAN.—Competent; who thoroughly understands his business in all its branches; twelve years' first-class city references from two best families. S., 127 West 46th St.

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Miscellaneous.

FARM MANAGER.—As farm manager by a first-class, up-to-date farmer; married; small family; excellent references. R. Myers, Sayville, L. I.

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TO READERS GOING OUT OF TOWN.
The New York Times will be mailed, daily and Sunday, for $1.00 per month, and the address changed as often as desired.

REINFORCEMENTS FOR SHAFTER.

We are in no such desperate haste for the capture of Santiago de Cuba that we need sacrifice the life of a single soldier by a premature assault. It was not the town, but CERVERA's fleet, that called our ships and troops to that point. We invested the town as a necessary preliminary to the capture or destruction of a fleet that had shut itself up in a mined and fortified harbor. The moment the Spanish Admiral in desperation delivered his fleet to destruction and himself into our hands, the entire aspect of the campaign was changed. We cannot, indeed, retire from the positions we occupy around Santiago. That would look like a reverse, would interrupt the sequence of our triumphs, and would deprive the people and the Government of Spain of their last trace of common sense. Moreover, we must destroy the army that holds Santiago in order to put it out of the power of BLANCO to give us any annoyance in the rear when we make ready to attend to his case at Havana. But we do not need to take Santiago to-day or to-morrow, or until we are fully ready to crush the Spaniards utterly and promptly with an overwhelming force.

For such a work of expeditious destruction Gen. SHAFTER needs siege guns and more troops. The American people perfectly well understand now that SHAFTER was inadequately equipped for the assault upon the Spanish outer line of defenses, and they know that the terrible responsibility for the needless sacrifice of the lives of so many of our brave officers and men rests with the grossly unfit and incompetent being whom President MCKINLEY in a mindless moment made Secretary of War. The guns that lay upon the beach where they were landed because the slothful War Department had made no provision for getting them to the front, and the other guns that were left at Tampa, with the mounts of the cavalrymen, because no transport ships had been procured, would have wonderfully facilitated the assault on the Spanish blockhouses and intrenchments, and many a brave fellow who now sleeps in Cuban soil would live to take part in the final assault.

It is a comfort and reassurance to know that the blame for all this rests not upon our professional soldiers but upon their civilian superior.

The arrival of PANDO with reinforcements naturally strengthens Gen. LINARES in his intention and his capacity to resist to the last. There is no escaping the conclusion that PANDO's success in joining LINARES was due to the inefficiency of Gen. GARCIA and his Cubans. It is now the opinion of both Gen. SHAFTER and Gen. LAWTON that if serious work is to be done at Santiago it must be intrusted to our own troops. Meanwhile the situation will grow more terrible in Santiago with every day that we devote to preparation for the final assault. There is an abundance of rice in the city, and very little else eatable. But the Spaniards can fight on a rice diet. If the bombardment is deferred until reinforcements of troops and batteries reach Gen. SHAFTER, he will be able to subject the city to a fire that will destroy it and everything in it at a minimum of risk and loss to ourselves.

Nobody can judge better than SAMPSON himself whether it is practicable and worth while to force an entrance to the harbor in order to bring the guns of his fleet to bear on the city. Manifestly, it will be desirable to destroy the shore batteries of the inner harbor before our men attempt to enter the city. The requisites just now are for the attacking force full preparation, and for the people at home patience.

LA BOURGOGNE.

A great French liner has succumbed to the one peril of the sea which it seems that the progress of science can do nothing to avert. That is, the peril of collision in a fog. That is the form of disaster which has been most frequent and most fatal to the populous floating towns by which the transatlantic commerce is now carried on. Scarcely any other form of disaster can happen without of itself indicting a commander for negligence. No care can do away with the danger of this. The obvious precaution of proceeding at low speed during a fog is perhaps not so real as it is obvious. The shorter the voyage the smaller the risk. And again, a collision between two of these leviathans, even at half speed, would be a frightful matter, while at full speed there is the chance that the momentum of the sea monster may save her at the cost of whatever crosses her path.

But if there is no way of insuring against this form of disaster, science has found a way of mitigating its effects. The system of water-tight compartments should insure that a ship will sink so slowly that her passengers may be saved, if it cannot keep her afloat entirely. There have been steamers that by keeping their compartments separated have come into port after one end had been completely knocked away. The burden of proof is always on the commander, in an accident like this to La Bourgogne, to show that his bulkheads were all closed. It is to be hoped that there will be in this case such a rigid and impartial inquiry as, in the case of British steamers, is undertaken by the Board of Trade.

ELECTIONS AND ELECTION LAWS OF TENNESSEE.

The Constitution of Tennessee, Article IV., Section 1, prescribes that "Every male person of the age of twenty-one years, being a citizen of the United States, and a resident of this State for twelve months, and of the county wherein he may offer his vote for six months next preceding the day of election, shall be entitled to vote for members of the Legislature and other civil officers for the county and district in which he resides, and there shall be no qualification of the right of suffrage, except that each voter shall give to the Judges of Election, when he offers his vote, satisfactory evidence that he has paid the poll taxes assessed against him, for such preceding period as the Legislature shall prescribe, and at such time as may be prescribed by law." There is no other qualification for voters in the Constitution.

At an extra session of the Legislature, held in 1890, was passed an act to enforce this provision over the State. A voter who had lost his poll tax receipt was allowed to swear to its loss, and his affidavit was taken as sufficient evidence of payment; but this was repealed in 1891, and actual proffer of the receipt itself required. The same extra session enacted that in each county having 50,000 or more population, by the census of 1890, three Registration Commissioners should be appointed by the Governor, not more than two of whom should be of the same political party. Power was given to these Commissioners to appoint Registers of Voters, Judges and Clerks of Elections—power, in a word, to control the registration and polling machinery in the four counties of Knox, Hamilton, Davidson, and Shelby, those counties containing the cities of Knoxville, Chattanooga, Nashville, and Memphis, and having a total population of 333,953, as returned by the census enumerators of 1890. All elections in those counties, general and special, were placed under the control of the Governor's Commissioners. The registration law of 1890, prescribed for the four counties mentioned, required, in addition to the registration of the voter, the issuance to him by the Registers of a certificate showing the fact of his registration, and the law provided that he could not vote unless he presented his certificate to the officer holding the election. It was pointed out that the registration certificate would be a source of corruption, as those passports to the polls would be bought up by candidates in order to shorten the possible vote for their rivals, but the objectors to the certificate were bluntly told by members of the committee having the bill in charge that the certificate clause must stand. "It was put in to enable white men to buy off nigger voters cheaply."

Concurrent with the registration and poll tax payment laws was passed a modified form of the Australian ballot law, and applied to the four counties named above. An agreed or test case was taken before the Supreme Court, and that court decided, Chief Justice TURNEY delivering the opinion, that the educational feature of the Australian ballot law did not violate the clause of Article IV., Section 1, of the Constitution, which says no limitations shall be put on the right to vote except such as are expressly enumerated in that section.

The Legislature of 1897 extended the power of the Governor over all the elections in the State. His Commissioners, three in each county, appoint all registration and election officers, receive and return the poll records, do everything of an official character in and about general and special elections in Tennessee.

It is the opinion of those best qualified by intelligence, judicial temper, and careful observation to judge of the matter that these laws have tended to promote, rather than to suppress, fraud in the elections in Tennessee. The non-partisan feature in the election boards and officers—not more than a majority may be of one party—is, by one means or other, turned into a farce. An ignorant and corruptible member of "the other party" is appointed an Election Judge or Clerk; if the member representing the opposition to the Governor's party is a man of character and force, he is ignored. In short, the scheme is "politics" and nothing else. It is a code to keep a faction in power, in control of the offices and spoils of the State, the cities, and the counties, and not to keep pure and honest the State and local elections. Elections under the old plan, when the people's own election officers managed the elections, were becoming uncomfortably close for the "party in power," hence the laws to abbreviate the vote of "the opposition." The defeat of TURNEY (Dem.) by EVANS (Rep.) for Governor, in 1894, and the light plurality given TAYLOR (Dem.) over TILLMAN (Rep.) for Governor, in 1896, produced the sweeping statute of 1897, putting all elections in the State in control of the Governor, through his Commissioners, who would surely be his "friends," and the friends of his friends. It is election by machine, especially in the cities, and the best men of all parties and of no party are powerless to do anything about it more effective than criticism, denunciation, and protest.

The election certificate feature is a source of small profit to many negroes and poor white men who cannot read, and therefore cannot mark a ticket. They register, and duly sell their certificates to a committee or candidate, prices ranging from $1 to $3 each.

This is not calculated to "purify" the population, whatever effect it might have on the elections.

SENATOR HOAR ASTRAY.

A public cause that enjoys the joint advocacy of GEORGE F. HOAR and The New York Sun is to be viewed with suspicion if not with alarm. Senator HOAR represents the loftiest attainable moral excellence. Angels weep and archangels wring their hands as they contemplate his sublime and inimitable virtues, while men adore him mutely.

Unequally yoked with The Sun in advocating the annexation of the Hawaiian Islands, this righteous man presented a spectacle that excited the wonder and the pity of the Nation. We know that his stainless conscience consented to no compromises. It was his perceptions, not his principles, that had gone astray. His information may be deficient, his judgment may err. His soul has never knowingly entered the path of darkness. It is pure and inerrant.

In his new and strange association with The Sun he presented the appearance of a guileless, white-souled tabby that has quitted its innocent home at the fireside of some elderly maiden lady to make a night of it with a larruping black cat of the slums, experienced, one-eyed, and irredeemable.

This unnatural union, we say, begot instant suspicion. If we were not already informed of the revolting job that underlies Hawaiian annexation we should have begun straightway to look for it when we saw this pair helping on the scheme. If a Bishop, bland, rosy, and confiding, walks down Fifth Avenue with a Person, and the Person hath a spiked tail and a cloven hoof, we know that evil things are in the wind. So we know that the venerable and sinless Senator from Massachusetts was seduced into this unmeet companionship. He knew not what he did nor into what leprous ways his trusting feet had been beguiled.

Massachusetts will be shocked at this wantoning. The old Commonwealth abhors the Hawaiian nastiness. But it must not misjudge Senator HOAR. It would be cruel to accuse him of knowingly co-operating with the unregenerate for evil ends. Alas, that the job was consummated before the scales fell from the eyes of Senator HOAR.

AN ENTERPRISING PUBLICIST.

We observe that the proprietor of our esteemed and enterprising yellow contemporary The Journal has carried his characteristic enterprise into Cuban waters. He has there, with his own hand, so to speak, captured some twenty survivors of the Maria Teresa, huddled on the beach, and turned them over to the proper authorities. This is the most genuine as well as the most legitimate increase of circulation, so to speak, which he has of late achieved, and is a subject for honest pride, beyond the fear of rivalry. We admit that we cannot imagine Mr. PULITZER in the act of corraling shipwrecked Spaniards for the glory of his journal and his country. It is true that the choice of the prisoners was, so to say, Hobsonian. The unhappy Spaniards were between the yellow journalist and the deep sea. Literally they were between the deep sea and the truculent Cuban, who would undoubtedly have caught them and practiced upon them with machetes if they had stayed where they were. That they took to The Journal in preference to this fate is a course for which, in the circumstances, the most austere moralist would find it difficult to blame them, except possibly upon the score of taste.

We observe with interest that our other esteemed contemporary The Sun, in partaking of the dispatch which tells how Mr. HEARST gathered in the Spaniards, suppresses his name, in which so large a part of the interest resides. It disguises him under the style of "The Sun correspondent" and other opprobrious but unidentifying names. This is unseemly jealousy. The captures were of The Journal not of The Sun. They cannot make out The Sun's English, while The Journal's pictures will be as comprehensible to them as to anybody else. If The Sun is not above partaking The Journal's news, it ought to be above suppressing the glory of The Journal's military and naval operations.

TOPICS OF THE TIMES.

—American attention has been fastened so closely of late upon events happening outside of our coast line that the news famine from which the people of Chicago suffered for nearly a week has not excited anything like the amount of sympathy it would have received at any other time. And in estimating the horrors through which the unfortunate city has passed, it must be remembered that the same things which explain why we have been so neglectful made the situation the more unendurable. Ordinarily a newspaper is not an absolute necessity in midsummer, but not to know speedily and in full detail what is going on in this July is really terrible. Since last Friday afternoon the Chicagoans have had to stay their hunger for information with a scanty ration of belated journals from Milwaukee and other neighboring villages, and these were substitutes unsatisfactory indeed to appetites developed by the bounteous supply of modern history—plentifully streaked with imagination still more modern—to which the inhabitants of Cook County have been accustomed. It must have increased Chicago's pain to reflect that a dearth of newspapers so long and so severe is not recorded in the annals of any city for the past 100 years, and that the whole trouble was due to the action of about seventy men. That was the number of stereotypers who refused to work, and the whole number of men on strike was not much more than twice as large. Newspapers elsewhere have occasionally missed a single issue for reasons similar to those so effective in Chicago, but we believe that there is no precedent in any country for a suspension of publication by every newspaper in a great city for five consecutive days. Relief is at hand, however, for the presses woke up again last night, began to move languidly, and they will soon no doubt be as energetic as ever. As to the merits of the strike, more data than are now at hand must be awaited before forming a conclusion. As a general rule, strikes that fail, as this one has, deserve to fail, because those engaged in them either made unjust demands or urged them in improper ways or at unwise times. In the present case, to distant observers, the men seem to have been hasty, if not unreasonable, and the employers somewhat mysteriously obstinate about comparative trifles.

—A story that would be hard to believe if it did not appear in The Boston Transcript indicates that Americans and American emblems are still treated with respect in at least a few parts of Europe besides England. It seems that a Holyoke teacher who has been studying manual training in Sweden at a point where the cars run only twice a week, recently received from home a letter in a "flag" envelope. The authorities thought that it was a communication from the United States Government, and immediately a special train was made up and took that letter forty miles to the person for whom it was intended. Unfortunately for the credibility of this tale, Sweden is a land of schools and intelligence, as well as of good will toward the United States. Still, rural Sweden is very rural indeed, and the episode may have really happened. One can hope so, anyhow, for it is a very pretty episode, and a pleasant contrast to a good many of the reports now coming to us about the nature of transatlantic sentiment toward this Government.

—It was a French steamer and only one woman was saved. No exclamation mark is needed after that sentence, except possibly because there is no "not" before the "one." People familiar with the records of tragedies at sea know what happens when French and German ships go down, and they know, too, what happens when ships on which English is spoken meet with disaster. The difference is due less to differences in courage than to differences in discipline and tradition. In the one case, everybody realizes that the women simply must be saved if they are any survivals at all; in the other, it is a fight for life, with no favors shown because of sex or age. The list of those rescued from the Bourgogne, in one respect, at least, compares favorably with that which we had to read after the Elbe was wrecked. It is not a roster of the officers, and the crew is not very shamefully well represented on it. But there is only one woman to speak for French gallantry. A cynic was heard to remark yesterday: "She must be very strong!" He was thinking of the fire in Paris, when women who were not strong enough to endure blows from canes wielded by aristocratic Frenchmen were beaten from ladders and pushed back from doors and windows, to die miserably in the flames. In all the comment which the loss of the Bourgogne will excite, none should overlook the fact that her officers have not come to land. That at least some of them could have done so if they had not been real men is absolutely certain.

PERSONAL.

—If it were not impossible for a Spanish prelate to learn anything whatever from events less than three or four hundred years old, the Archbishop of Manila might acquire some valuable information from remarks made by the commanders of the Iowa and the Texas just after they had taken part in the destruction of Admiral CERVERA's fleet. It will be remembered that the Archbishop recently tried to inspire the defenders of Manila to desperate valor by solemnly declaring to them that the approaching invaders were murderous atheists, who, if victorious, would riot in the foulest crimes and take especial pleasure in desecrating churches and preventing all practices of religion. There is no particular reason to suspect that the reverend gentleman did not believe quite all he said. And yet as soon as that marvelous battle off the Cuban Coast was over Capt. JOHN W. PHILIP of the Texas called his men and officers around him on the quarterdeck to hear not savage exultation over a vanquished foe, not boasts of American prowess, but this humble confession of faith: "I want to make public acknowledgment here that I believe in GOD, the Father Almighty, and I want you all to lift your hats, and from your hearts offer silent thanks to the Almighty." They did it. And when Capt. ROBLEY D. EVANS of the Iowa, with the roar of the cannon still ringing in his ears, was asked to explain the astounding success just won, he said: "GOD and the gunners are on our side." Capt. EVANS has no great reputation for piety; the irritation produced by the frequent application to him of the nickname "Fighting BOB," which he, as a man whose ambition has always been to do his duty modestly as well as bravely, naturally detests, doubtless accounts for his occasional use of words a trifle too resonant; but at that exciting moment a phrase came into his mind that will serve as a text for many a sermon. "A good cause and skill" it meant, and what more explanation could any victory, however completely, quickly, and cheaply won, possibly need? It is to be hoped that the words of these two Captains will reach all such Spaniards as may have been misguided and deluded by ignorant officials of Church and State. The officials themselves are beyond profiting by anything, but for the Spanish people there is still some hope.

—Unofficial reports from Rome about the Pope's political actions are almost as untrustworthy as are official reports from Madrid about the movements of Spanish fleets, and therefore it is not necessary to be indignant at the cabled statement that LEO XIII. has appealed to President MCKINLEY, invoking "American generosity toward an unfortunate but chivalrous enemy." However it may be with the Spanish Government and its military and naval officers, the Pope knows that Spain can have peace the moment she is willing to pay the only possible price at which it can be obtained. Her "misfortunes" are chiefly the inevitable effects of folly, ignorance, incompetence, and wickedness, and her "chivalry" a mysterious something not worth discussing between intelligent people. As for "American generosity" that is a product of justice and common sense, and none of this Nation's enemies have ever had reason to complain that it was denied to them. Of course, the dispatch about the Pope's appeal will soon be contradicted, and Spain will stagger blindly and hopelessly on into the ditch which she has been digging for centuries to serve as her grave.

—Chancellor DAY of the Syracuse University is having a somewhat acrimonious controversy with The Syracuse Palladium, which he charges with exaggerating the misdeeds of the students at that institution. In the course of his defense of his charges and their predecessors the Chancellor says that "not a piece of property has been damaged that has not been promptly paid for by the students themselves." This, as the Palladium says, is hardly adequate justification for acts of destructive barbarism. Another somewhat curious paragraph in Chancellor DAY's reply to the statements made reads as follows: "The institution never builds hopes of endowments upon the generosity of men who change their wills because of a class rush! We look for an income from men whose interest in college learning is deeper, a thing more of the grain; men of large views and steady purpose and calm spirit. Such men, for instance, as gave the university $28,000 in less than twenty-four hours after the incident of class day. These are the steady, reliable friends of the university." Boys will be boys, of course, but it is hardly judicious for the head of a university to belittle the sporadic revivals of bad old customs, once common at all colleges, but now almost everywhere regarded as unnecessary and reprehensible adjuncts of educational processes.

CURRENT NOTES.

The Prohibition leaders of Texas think they have a sufficient number of followers to hold a State convention, and have issued a call for one, to be held in Dallas in August.

* * *

R. M. Norment has announced himself as an independent Republican candidate for Congress in the Sixth District of North Carolina, "subject only to the voters of the district." Oliver N. Dockery is the machine nominee.

* * *

That they appreciated their morning newspapers in Chicago, even before the temporary suspension, was partially shown when a police court Justice fined a fellow $25 and costs for stealing a copy from the doorstep of a subscriber.

* * *

Gov. Joseph F. Johnston of Alabama, Democratic nominee for re-election, opened the State campaign by a speech at Tuscumbia on Saturday. He will make many addresses before the day of the election in August.

* * *

A delegate to the Iowa Prohibition State Convention wanted to have the party name changed to the United Christian Party, and when he failed, he and three other delegates picked up their hats and ostentatiously departed from the convention hall.

* * *

The Knoxville (Tenn.) Journal has purchased the property and good will of The Knoxville Tribune, and merged it with itself, continuing the publication as The Journal and Tribune. The Tribune was the oldest Democratic daily newspaper in East Tennessee.

THE PHILIPPINES PROBLEM.

To the Editor of The New York Times:

For a fifth plan as to the disposition by the United States of such of Spain's colonies as may fall into its hands as a result of the present war, I would suggest for consideration the following, always prefacing it with the assumption that this country is to remain true to its original purpose when taking up arms, and desires to furnish the world with an evidence of its sincerity and the good faith of its representatives in announcing a war having for its basis and principal impelling motive an ardent sympathy for and desire to aid humanity outside the boundary of its own institutions. Let the Spanish possessions in the Pacific Ocean, the Philippine and Caroline Islands, be made neutral territory, to be guaranteed such by the six great powers now controlling the adjacent seas and main after the manner of the present status of Switzerland. Give them at first a Government like that of Egypt, with the United States as sponsor, until they are able to manage their own affairs, and in the meantime throw open the country unreservedly to the commerce of all nations.

Let the Islands of Cuba and Puerto Rico be given the opportunity to come together under one Government, and if the same be wisely and successfully constructed they would soon be joined by San Domingo, and form an island republic that in the future might prove our Goddess of Liberty's brightest and proudest witness to all nations.
G. M. W.

New York, June 28, 1898.

ONE LESSON OF THE WAR.

To the Editor of The New York Times:

Among the lessons of this war, as shown in the fight of the St. Paul and Terror at San Juan and between the Gloucester and the Pluton and Furor at Santiago on Sunday last, is that the torpedo boat destroyer is not so serious a menace in naval battle as has been supposed. The St. Paul, a merchantman, with comparatively light armament, but easily handled and capable of great speed, under command of an able master, and with expert gunners, made short work of the Terror by a few well directed shots; while the yacht Corsair, now Gloucester, with Wainwright of the Maine in command, soon sent the Pluton and the Furor to their destruction.

It may be said that had the destroyers (so called) been in American hands there would have been a different result. Admit it. But that a lightly armored merchantman in one case and a pleasure yacht in the other can and did so readily make away with these supposed most dangerous adversaries is food for thought for naval men, while it does not detract one iota from the great credit properly due to the splendid officers and men who commanded and manned the St. Paul and the Corsair, and who have proved what can be done by American sailors with comparatively imperfect tools.
S. G. B.

New York, July 5, 1898.

The Worth of Hobson's Work.

To the Editor of The New York Times:

The passage of Admiral Cervera's fleet out of Santiago Harbor does not prove that Hobson's work of obstructing the narrow channel was not skillfully and effectually done. We know that since the rainy season set in the outward current from Santiago Bay must be very swift at times during the ebb of the tide. And it is reasonable to assume that the velocity of the current would soon make a channel for itself past one end or the other of the sunken Merrimac, either by the erosion of the bottom or dragging the anchor which held the wreck in its original place.
R. G.

New York, July 6, 1898.

The Times for Forty-seven Years.

To the Editor of The New York Times:

I have a complete file of THE NEW YORK TIMES from the year 1851 to the year 1897 inclusive, in all forty-seven years. It is for sale.
S. B. MORSS.

Rahway, N. J., July 2, 1898.

The Feeling a Lawyer Outgrew.

From The Detroit Free Press.

"When I was new to the business and had a beautiful faith in the efficacy of our jury system," tells a veteran of the Detroit bar, "I was employed to defend a burglar. The fellow was guilty enough, and that, to my youthful mind, was sufficient to insure his conviction. He had wealthy friends who retained me, and I worked with the greatest zeal until satisfied that the man had done the crime of which he was accused. Then I went to him and said that his wisest course would be to plead guilty. I would make a strong talk for him and then appeal to the mercy of the Court.

"'Young man,' he said, looking me over scornfully from head to foot, 'you've been hired to defend me, and been well paid. You take good money to help me, and then ask me to save you all the work and trouble by pleading guilty. Now, you get right out of here,' as he rattled the grating to call the jailor, 'and if you don't put up the hottest kind of a fight I'll announce right out in open court that you weakened and wanted to get your money without earning it.'"

"Did you let him bluff you that way?"

"Oh, yes, I humored him and tried the case."

"Got a life sentence, I presume?"

"No; the jury acquitted him."

Cruel Cattle Brands Refused.

From The Denver (Col.) Republican.

P. J. Quigley, the State brand clerk, recently received his first application from a stock man for a solid brand for his cattle. As the brand wanted is so large that it would be cruelty to animals to burn it upon them the application will be refused. The application was made by Amos A. Lee of Falcon, Col. Following the custom of stock men in making applications for a new brand, he sent in three designs, marking them first, second, and third. The first choice was a solid brand, representing a woman's stocking, a little over ten inches long. The second represented an oak leaf, five inches in diameter; the third and last, a shoe six inches long and an inch and a half wide. Mr. Quigley will not issue any of them because they are too large and solid; burning them upon the stock would subject the animals to too much unnecessary pain. The brand of the stocking he will not issue at all. The other two he is willing to issue if Mr. Lee will consent to use lines instead of the solid brand. The number of brands recorded in the Secretary of State's office, July 1, was 22,378.

Always the "Bitter" End.

From The Springfield (Mass.) Republican.

"We will fight to the bitter end," Gen. Linares is reported to have said Friday before the battle. Once more this singular preference for the wrong end which was shown by Admiral Montojo before the Manila disaster. It is not the spirit that wins battles. President Lincoln once complained that there were so many good young men in the army who were ready to die for their country. What was really needed, he said, was men who would kill the other fellows. From a military point of view soldiers are better than martyrs. And while we are speaking of the bitter end, it is the height of foolishness for the general Government of Spain to insist on having it. It is cruel to waste lives by keeping up a hopeless struggle.

Rebel Yell Under Happier Auspices.

From The Springfield (Mass.) Republican.

It was interesting to read that some of our troops went into action Friday to the music of the famous "rebel yell," that sonorous and terrifying cry evolved from generations of calling hogs and runaway cows. When it came to vocalization the Confederate army had a marked advantage over the Northerners. The college yell had not yet come to save the vocal organs of town folk from wasting away from disuse. The rebel yell deserves a place in the literature of war beside the famous battle-cry of the Moslem.

NUGGETS.

Defective.

"This is the bill from your oculist," said the collector to Mr. Grimly.

"Just take it back and tell him that I can't read it with those glasses he sold me."—Detroit Free Press.

The New Name.

"Named your boy yet?"

"Yes. Called him Dewey S."

"What is the 'S' for?"

"I dunno yet whether it is for Sampson, Schley, or Smith, for his mother's father."—Cincinnati Enquirer.

An Alibi.

"You neglect your home!" people exclaimed.

The new woman laughed them to scorn.

"I can prove an alibi!" she retorted, and their discomfiture was something pitiful to observe.—Detroit Journal.

Musical Inducement.

"Any musical inducements connected with the Summer resort you're going to?"

"Yes; the landlord assures me that no brass band is allowed to come within twenty miles of the place."—Chicago Record.

Her Attractions.

Mr. Bunting—Young Grimsby is going to marry old Miss Brodakers.

Mrs. Bunting (astonished)—For the land's sake!

Mr. Bunting—Partly, and partly for the bank account.—Judge.

THE BRAVE AT HOME.

From The Baltimore News.

We do not send them all away—
Our bravest and our best—
When the battle-cry is sounding
And the eagle leaves its nest;
There are brave battalions marching,
And the heroes face the roar
Of the guns that belch their lightning
In the thunderstorm of war.

But the brave hearts, true hearts,
The hearts that wait at home
For the news that tells of battle
On the field or on the foam,
Are the hearts that beat with courage
And the hearts whose hoping thrives,
O, the little lips of loving,
And the sweethearts and the wives!

When they march away to glory,
When the flags above them wave,
When the Nation sends its greeting
To the valiant and the brave,
There are tender heroes waiting,
There are brave ones left behind,
As the bugle's note of sorrow
Wafts its music on the wind.

The brave hearts, true hearts,
With nothing left to do
But watch and wait and wonder
Till the storm and strife are through;
But their courage cheers the Nation,
And it crowns the tender lives
Of the little lips of loving,
And the sweethearts and the wives!

'Tis a woman's way to struggle
In the silence of her grief;
'Tis the child-heart's tender habit—
In her dreamland make-belief—
To behold the days with courage
And to live throughout the night
With a tender word of hoping
For the breaking of the light.

The brave hearts, true hearts,
The soldier leaves to weep,
As he takes the weary journey
Down the valley, o'er the deep,
Are the hearts at home so gentle,
Bound in sorrow's unseen gyves—
The little lips of loving,
And the sweethearts and the wives!

Ah, the little lips of loving,
The little lips that be
So ripe with red-rose laughter
And so innocent with glee!
Ah, the hearts of sweethearts, hoping
Till the dawn shall bring the light,
The wives that wait the echoes
From the fields where heroes fight!

The brave hearts, true hearts,
They are not all away—
For some are left to wonder
And to watch afar the fray;
And the heroes left behind,
Noble hearts and noble lives—
The little lips of loving,
And the sweethearts and the wives!

WORLD'S Y. M. C. A. MEETING

International Conference Held in the Casino at Basel.

SOME AMERICANS FOREMOST

Seventeen Hundred Delegates from All Parts of the World Are Expected to Attend.

BASEL, Switzerland, July 6.—The fourteenth international conference of the Young Men's Christian Association of the world met in the Casino in this city today. It has met usually every four years since 1855, in London or the Continent cities. A preliminary meeting of the Central International Committee was held last evening, Prof. Barde of Geneva presiding, and also a meeting of the Committee on Credentials, who enrolled 600 delegates. Seventeen hundred are expected. At the last convention, held in London in 1894, there were 2,500 delegates in attendance from twenty-two different nationalities.

At 2 o'clock the opening services of the conference were held in the cathedral, at which an address was delivered by Prof. G. von Drelli of Basel.

At 3:30 o'clock the business sessions of the conference were opened in the Casino, and an address of welcome was delivered by R. Sarasin-Wannery of Basel, and a response on the part of the convention was made by Sir George Williams of Great Britain, the founder of the Young Men's Christian Association, who was received with prolonged applause. He spoke of the wonderful growth of the associations in the last ten years, and of the improvement of every department of the work, saying he was most pleased to know that in all countries direct effort for the salvation of young men and for the promotion of Bible study was still the leading work of the associations.

Continuing, Sir George referred to the great jubilee gathering in London and to the growth in the work since that time in foreign missionary lands and on the Continent of Europe. Sir George Williams is almost eighty years old, and is a well-preserved and active man, prominently identified with almost all the religious and benevolent societies of Great Britain.

Officers of the Conference.

The following officers of the conference were then elected on the nomination of the Central International Committee, as provided in the rules of the conference:

President—R. Sarasin-Wannery of Basel.

Vice Presidents—Sir George Williams, Prof. Edward Barde of Geneva, Mr. James Stokes of New York.

Secretary—Mr. J. H. Dummett of Portland, Ore.

Prof. Barde, as Chairman of the Central International Committee, presented the report of the committee. It gave a detailed statement of the work done during the four years intervening since the London Conference of 1894, and showed that there were 5,768 associations in forty-four countries, with 500,000 members, showing an increase of nearly 500 associations and 50,000 members during the last four years. Of these associations 1,415 are in America, with a membership of 237,976.

During the four years the associations in many lands have been largely visited by members of the committee and its secretaries, by whom reports will be presented during the conference.

The report also announced the employment of Christian Phildius of Berlin as one of the secretaries of the committee, and referred to his work in Russia, Austria, Scandinavia, Germany, and other Continental countries.

A report was also made of two training schools under the direction of the committee—one in Berlin for German-speaking young men, and the other in Geneva for French-speaking young men—both of which were very successful.

James Stokes of New York Reports.

The Treasurer's report was presented by Henry Fatio, Treasurer. It showed that there has been expended annually nearly 25,000 francs, of which America has contributed 5,000 francs annually. An effort will be made during the conference to increase this amount for the next four years.

Then Mr. James Stokes of New York, a member of the Central International Committee, gave a report of visits to the associations of many lands.

Mr. Stokes outlined his journey around the world, in which he had spent nearly two years, having visited many of the associations in Japan, China, Ceylon, India, Egypt, and many countries of Europe. He passed several months in Italy, France, Switzerland, Germany, Denmark, Sweden, and Russia.

In Italy Mr. Stokes presented the work personally to the King; in Denmark to the Crown Prince, and in Stockholm to Prince Oscar and other members of the royal family, and in Russia to the Czarina—all of whom expressed much interest in this work among the young men of their countries.

Mr. Stokes also referred to the work for young women in the various countries he visited. He pointed to the grand opportunities for work among students in missionary lands, all of which is under the direction of the American International Committee.

Continuing, Mr. Stokes referred to the association buildings he had visited—in Tokio, Japan, the gift of Americans; in Tien-Tsin, China, the gift of an American lady; in Madras, the gift of an American, and in Calcutta, largely the gift of another American. He did not refer to the buildings in Rome and Paris, both of which were largely given by himself.

Papers to be Read.

At 8 o'clock in the evening two sessions were held, one for delegates at the Vereinshaus, where addresses were delivered by the Rev. Dr. Braun of Stuttgart, the Rev. J. Picard, Paris, and others. At the cathedral a public meeting was held in which addresses were delivered by the Rev. Mr. Ritter of Zurich and the Rev. Mr. Planck of Esslingen.

Interesting papers will be presented during the conference by delegates from the various countries in their own languages. Among others were these:

"The Best Means of Reaching Railroad Men," by C. J. Hicks of New York, Railroad Secretary of the International Committee; "Of Reaching Students," by John R. Mott, College Secretary of the International Committee, New York, who recently made a two years' tour of the educational institutions of the world.

"On the Present Standing of the American Associations," by L. W. Messer of Chicago; "On Bible Study," by T. J. Wilkie of Toronto; "On the Growth and Progress of Association Work in America," by R. C. Morse of New York.

W. W. White of Calcutta will present the work for students in missionary lands.

The two American members of the Central International Committee are James Stokes and Richard C. Morse of New York. It is probable the American representatives will be increased, in which case Mr. H. K. Porter of Pittsburg and H. B. Ames of Montreal will probably be added.

Some of the Delegates.

The meetings of the conference are open to the public, and all the business is translated into English, French, and German, and most of the papers are printed in these three languages, and will be distributed in the conferences before they are read.

Entertainment is provided for all the delegates who desire it, but all the Americans are quartered in hotels at their own expense. The conference will close on Sunday night, July 10.

Among the American delegates are James Stokes, New York; Russell Sturgis, Boston; S. H. Blake, Toronto, members, and Richard C. Morse, John R. Mott, and C. J. Hicks, Secretaries of the International Committee; J. H. Dunnett, Portland, Oregon; Gilbert Colgate, New York; L. W. Messer, Chicago; F. H. Revell of Chicago, and William Garside, Toronto.

Among other prominent association men present are Prof. Edward Bardo, Max Perrot, Gustave Tophal, Ernest Favre, Henry Fatio, and Frank Thomas, Geneva; W. H. Mills, W. Hini Smith, J. H. Puttroell, London; Eugene Buscarlet, Emanuel Sautter, Paul Theis, Paris; Count Andreas von Bernstorad and Baron Bothkirch, Berlin; Baron von Stark, Breslau; the Rev. K. Krumracher, and H. Helbing, Elbergold; Prince Oscar Bernadotte and Dr. Karl Fries, Stockholm, Sweden; E. Provanelli and Agide Pirazzini, Rome; Emilo Eynard, Turin; M. von Costerwijk, Bruijn, Holland; Prof. R. A. Szake, Budapest; W. W. White, Calcutta.

KILLED ON THE MANITOBA.

Three Persons Dead and Six Injured by an Explosion.

LONDON, July 6.—While the British steamer Manitoba, Capt. Gates, from New York June 18, which arrived here on June 30, was lying at the Albert Docks to-day, a case of cartridges in her hold exploded killing three persons and severely injuring six others.

DR. CORNELIUS HERZ DEAD.

Refugee from French Law of Panama Canal Notoriety Expires in England.

LONDON, July 6.—Dr. Cornelius Herz, who was prominently connected with Panama Canal matters, died early this morning in Bournemouth. He had been ill for a long time.

Dr. Cornelius Herz had recently attracted attention here through his attempt to prove his American citizenship that he might demand indemnity from France for being illegally prosecuted and persistently persecuted. Ever since 1892 he had been more or less before the world as a refugee from French law. The former case of prominence was a direct result of the latter.

Dr. Herz was born in Alsace in 1843. When a mere boy he came to this country with his father, who established himself in business in this city. Young Herz attended the public schools; he was graduated from the College of the City of New York in 1854. At this time it was said that his father became a naturalized citizen of the United States. Upon this alleged fact Dr. Herz placed his principal claim to citizenship.

In 1855 Cornelius Herz went to Europe; he received degrees as Doctor of Medicine in Leipsic and in Paris. In the latter city he became connected with the hospitals for the insane, and was soon regarded as an expert on diseases of the mind. After the fall of the Second Empire he returned to New York, and was appointed head physician at Mount Sinai Hospital. About this time he married Miss Biancha Sarony. He was next heard of as a practicing physician in San Francisco, where he made a specialty of nervous diseases. His leisure he employed in investing his money in real estate and in the study of electricity and galvanism.

In 1875 he was in Paris again practicing his profession. Incidentally, he dabbled in politics. He became a Radical Republican, and his outspoken views created against him so many enemies in the Government that he found it convenient to leave the French capital. He made his exit at about the same time as did Henri Rochefort. When Thiers became President of the French Republic, he returned and soon became a warm friend of Clémenceau and other Republican leaders. Dr. Herz has been credited with being among the first to fire the ambition of the unfortunate Gen. Boulanger, then Minister of War. But he was not blind to Boulanger's failings, and forsook him before the scandal of 1888-9. The close relations that Dr. Herz maintained with the Government opened the way for a ready investment of his brains and money. He met the promoters of the Panama Canal scheme, and became identified with the company.

The crash came in the early Summer of 1892. Arton fled; Baron Reinach committed suicide; other Directors went to Brussels; Dr. Herz went to England. He was badly wanted by the French Ministry to testify regarding the alleged bribery of Senators and Deputies in promoting legislation favorable to the Panama Canal scheme. Like Emile Arton, he was supposed to have a list of the bribed members of the Chambers. Under the Anglo-French extradition treaty, no prisoner can be extradited except on criminal charge; Herz's was a political one. So they charged him with stealing bonds. He was arrested at Bournemouth, England, Jan. 19, 1893. Owing to illness, real or acted, he was unable to appear before Bow Street Court, London. For four years he lay on his sick bed, and for four years the case was kept open. At length his testimony was ordered to be taken at his bedside. Sir John Bridge, upon the examination of this testimony, promptly dismissed the case against him.

Before this, however, Dr. Herz had several times vainly tried to come to an agreement with the French Government that would secure his immunity should he return to Paris. He offered to make important revelations and a commission was sent from Paris to Bournemouth to interview him. They came away dissatisfied. It is probably true that Herz really had nothing to reveal. In the meantime his property in Paris had been confiscated.

Dr. Herz alleged that his treatment by the French Government was persecution pure and simple. He announced himself to be a citizen of the United States, and demanded that the Government at Washington should prefer a claim against the French Government in his behalf. He demanded $5,000,000 indemnity. A little over a month ago he sent documents to Washington proving his citizenship. The case was first entered at Washington in January, 1897.

Dr. Herz had high rank in the Legion of Honor and was a member of many European scientific societies. A widow and several children survive him.

A New Yorker who knew Dr. Herz intimately once said of him: "He is a curious combination of artist, philanthropist, scientist, and financier. A liberal patron of art, he at one time possessed one of the best private collections in Paris. He pulled some famous wires, not only in Paris, but in Rome, Berlin, Bucharest, and Munich. His head was a prodigious one for combinations, whether in business or in politics. But politics, in his mind, was of small importance, except as a means to business."

UNITED STATES AND CANADA.

British and Canadian Members of the Commission Chosen.

WASHINGTON, July 6.—The action of the Senate in restoring the item relating to the commission to settle the controversies between the United States and Canada has cleared the way for the meeting of the commission at Quebec the latter part of this month. The British Canadian Commissioners will be Lord Herschel, former Lord Chancellor of England, and one of the most eminent lawyers in the country; Sir Wilfrid Laurier, Premier of Canada; Sir Louis Davies, Canadian Minister of Marine; Sir Richard Cartright of the Dominion Parliament, and another Member of Parliament.

The American commissioners are not yet determined upon, but it is understood they will include two United States Senators, one member of the House of Representatives, and two citizens from private life. They will be known as High Commissioners, similar to the members of the distinguished tribunal which met in 1871.

Sir Julian Pauncefote, the British Ambassador at Washington, will not be on the commission, as his duties are confined within the United States. It is probable, however, that he will go to Quebec while the High Commission is in session. Lord Aberdeen Governor General of Canada, also will be present during the sittings.

THE FOURTH IN NICARAGUA.

President Zelaya Fires a Salute and Attends a Reception.

MANAGUA, Nicaragua, July 6, via Galveston, Texas.—President Zelaya fired an artillery salute in honor of Independence Day, and, later, with President Reyes of the Diet of the Greater Republic, and the members of the Cabinet, attended the reception given at the United States Consulate.

The conditions of the proposed sale of Nicaragua's railway system, steamboats, machine shops, and the concession of interoceanic railway traffic privileges have been forwarded to London for approval by the agent of the Atlas Steamship Company, (Ltd.)

URUGUAY REBELS DEPORTED.

Eight Generals Among the Men Reported as Sent to Buenos Ayres.

LONDON, July 7.—According to a dispatch to The Times, from Montevideo, the ringleaders of the recent revolt, including eight Generals, have been deported to Buenos Ayres.

Standard Oil's Loss by Fire.

CHESTER, Penn., July 6.—The fire which started Monday night at the Bear Creek oil plant of the Standard Oil Company, at Marcus Hook, is still burning. Three tanks, which contained nearly 60,000 barrels of oil, have been destroyed. Several crude oil tanks were blown up last night to prevent the spread of the flames. The loss thus far amounts to nearly $75,000.

HAWAII ALMOST OURS

Senate Passes the House Resolution by a Vote of 42 to 21.

PRESIDENT'S ACTION FOLLOWS

Amendment After Amendment Was Offered and Rejected.

Twelve Pairs Announced—The Vote Unexpected—Not Strength Enough to Pass the Treaty.

WASHINGTON, July 6.—The annexation of Hawaii now is accomplished, so far as the legislative branch of the Government is concerned.

Unexpectedly, the resolution providing for the annexation of the islands was brought to a vote in the Senate late this afternoon, and it was passed by the decisive vote of 42 to 21.

Early in to-day's session of the Senate, conferences of the leaders on both sides of the chamber were held, and an agreement was reached that a vote should be taken to-morrow or Friday, at latest. The opponents of annexation practically had concluded their arguments, and as they had no desire to keep the Senate in session by purely dilatory tactics, they announced their willingness that a vote should be taken as soon as Mr. White, Mr. Pettigrew, and Mr. Allen should have finished their speeches.

Neither Mr. White nor Mr. Pettigrew spoke at great length, but Mr. Allen thought when he began that his speech might occupy the remainder of the day and a part of to-morrow. However, he concluded to eliminate a part of the matter he had prepared, and at 4:15 o'clock completed his speech.

It was evident instantly that a vote was at hand. The word was passed swiftly through the corridors and committee rooms and in a few minutes every Senator at the Capitol was in his seat. The galleries filled rapidly, and members of the House of Representatives, learning that a vote was to be taken, came hurriedly to the Senate side of the building to witness proceedings that will be historic.

Test Vote on an Amendment.

The test vote came upon an amendment offered by Mr. White of California. It was offered with no expectation that it would be adopted, but merely to place the ideas and opinions of the opponents of annexation on record. It was rejected by a vote of 40 to 29, indicating that the annexationists were strongly in the majority.

Amendment after amendment was offered, but the advocates of the resolution stood solidly together, gaining rather than losing strength on successive votes.

Finally, at 5:30 P. M. the resolution in precisely the form in which it was received from the House of Representatives was reported to the Senate and the roll call began. Intense interest was manifested by every spectator. Not a sound was to be heard in the chamber except the call of the Clerk and the responses of Senators. When the Vice President announced the vote by which the resolution was passed, a tremendous wave of applause swept through the galleries, which the Vice President made no effort to check.

Those who had advocated the resolution expressed their pleasure by shaking hands with one another, and on all sides evident relief was seen that the end had come. For a few minutes so much good-natured confusion existed that the dignity of the Senate was threatened, but Vice President Hobart quietly reminded the Senators that the session was not yet at an end.

Mr. Morrill of Vermont was the only Republican who voted against the resolution, although Mr. Thurston of Nebraska and Mr. Spooner of Wisconsin were paired against it. Six Democrats—Messrs. Gorman of Maryland, McLauren of South Carolina, Money of Mississippi, Morgan and Pettus of Alabama, and Sullivan of Mississippi—voted in favor of annexation.

No Chance for the Treaty.

On the face of the vote cast for the resolution the treaty of annexation might have been ratified, the resolution having a two-thirds majority, but as the twelve pairs would have been arranged on a basis of two votes for one if the treaty had been under consideration, the vote of the full Senate on the treaty on the basis of to-day's vote would have been 56 to 33, not a sufficient number of votes in favor of the treaty to have ratified it.

When the Hawaiian resolution was laid before the Senate to-day Mr. White (Dem., Cal.,) resumed his speech in opposition.

He addressed the Senate only briefly, urging strongly that the question of annexation ought to be submitted to the Hawaiians themselves. He thought it was not good policy or evidence of broad and enduring statesmanship to adopt the resolutions in their present form, and although he realized fully that they would pass, he believed the future would justify the action of those opposed to them.

Upon the conclusion of Mr. White's speech Mr. Pettigrew resumed his remarks, dealing at length with the methods employed in the erection of the present Hawaiian Republic.

Mr. Pettigrew spoke for about an hour and a half. He said the United States was paying an awful price for the Hawaiian Islands. "Independently of the assumption of the Hawaiian debt, independently of the assumption of immense Governmental responsibilities," he said, "we are paying a terrible price in the violation of our National honor which will be a black page in our history, and a blot upon our civilization." He deprecated the policy of imperialism, upon which, he said, the United States was entering, and concluded by saying that after the acquisition of Hawaii, the Philippines, Cuba, and Puerto Rico, the conquest of the countries of South America would begin.

Mr. Allen of Nebraska followed with another extended argument in opposition to annexation.

Mr. White Offers the Amendment.

At the conclusion of Mr. Allen's speech Mr. White offered an amendment striking from the preamble of the resolution the words "In due form," and inserting these words: "By a treaty which has never been ratified, but is now pending in the Senate of the United States."

The offering of this amendment by the leader of the opposition to the resolution and his request for a vote upon it indicated that the debate was nearing an end, and that a vote was practically at hand.

Mr. Davis, Chairman of the Committee on Foreign Relations, moved that the amendment be laid on the table. Hope was expressed by Mr. White and Mr. Pettigrew that the motion would be withdrawn and that a direct vote might be had on amendments.

Mr. Pettigrew said if direct votes could be had on the amendments, he saw no difficulty in disposing of the entire question before adjournment.

Mr. Davis withdrew his motion. Briefly commenting upon the discussion of the question, Mr. Teller (Rep., Col.,) expressed the opinion that the opponents of the pending resolution had acted in good faith and had consumed no more time than had been necessary properly to present their views.

In the course of a short statement, Mr. Davis said he had been connected with the annexation question since January, 1894. His views were well known, but he realized that it was a question on which men of equal capacity and equal learning and integrity might well differ. He said he had never believed that the opponents of the resolutions had been actuated by any other than honest purposes and conscientious opinions. "I desire to say, Mr. President," said he, "that I am satisfied this earnest and able debate has not transcended the proper parliamentary limits essential to a full and free discussion."

After a statement by Mr. Hale, in which he said he supported the resolution, but not as a war measure, a vote was taken on Mr. White's amendment. It was rejected—40 to 20—the detailed vote being as follows:

Vote Against Changing Title.

The following is the vote on Mr. White's amendment changing title:

Yeas.

Allen, (Rep., R. I.,)
Bacon, (Dem., Ga.,)
Bate, (Dem., Tenn.,)
Berry, (Dem., Ark.,)
Caffery, (Dem., La.,)
Chilton, (Dem., Texas,)
Clay, (Dem., Ga.,)
Daniel, (Dem., Va.,)
Faulkner, (Dem., W. Va.,)
Jones, (Dem., Ark.,)
Lindsay, (Dem., Ky.,)
McInery, (Dem., La.,)
Mallory, (Dem., Fla.,)
Mitchell, (Dem., Wis.,)
Pasco, (Dem., Fla.,)
Pettigrew, (S. R., S. Dak.,)
Roach, (Dem., N. Dak.,)
Turley, (Dem., Tenn.,)
Turpie, (Dem., Ind.,)
White, (Dem., Cal.,)—30

Nays.

Baker, (Rep., Kan.,)
Burrows, (Rep., Mich.,)
Cannon, (S. R., Utah,)
Carter, (Rep., Mont.,)
Clark, (Rep., Wyo.,)
Cullom, (Rep., Ill.,)
Davis, (Rep., Minn.,)
Deboe, (Rep., Ky.,)
Elkins, (Rep., W. Va.,)
Fairbanks, (Rep., Ind.,)
Foraker, (Rep., Ohio,)
Frye, (Rep., Me.,)
Gallinger, (Rep., N. H.,)
Gorman, (Dem., Md.,)
Hale, (Rep., Me.,)
Hansbrough, (Rep., N. Dak.,)
Hawley, (Rep., Conn.,)
Hoar, (Rep., Mass.,)
Kyle, (Ind., S. Dak.,)
Lodge, (Rep., Mass.,)
McBride, (Rep., Oregon,)
McEnery, (Dem., La.,)
McLaurin, (Dem., S. C.,)
Money, (Dem., La.,)
Morgan, (Dem., Ala.,)
Nelson, (Rep., Minn.,)
Penrose, (Rep., Penn.,)
Perkins, (Rep., Cal.,)
Pettus, (Dem., Ala.,)
Platt, (Rep., Conn.,)
Pritchard, (Rep., N. C.,)
Proctor, (Rep., Vt.,)
Sewell, (Rep., N. J.,)
Shoup, (Rep., Idaho,)
Spooner, (Rep., Wis.,)
Sullivan, (Dem., Miss.,)
Teller, (Rep., Col.,)
Warren, (Rep., Wyo.,)
Wellington, (Rep., Md.,)
Wilson, (Rep., Wash.,)
Wolcott, (Rep., Col.,)

Mr. Pettigrew then offered his amendment to repeal the contract labor laws now in force on the Hawaiian Islands. It was rejected—41 to 22.

Mr. Bacon (Dem., Ga.,) offered an amendment providing that the annexation resolution should not be operative until it had been approved by a majority of the electors of Hawaii. It was defeated—42 to 20.

Mr. Faulkner (W. Va.) offered an amendment providing that the duties of the civil, judicial, and military powers shall be exercised under authority of existing laws not in conflict with the Constitution and laws of the United States. It, too, was rejected—43 to 20.

Mr. Allen offered an amendment placing an internal revenue tax of 1 cent a pound on Hawaiian sugar. It was defeated—57 to 4—the four voting for the amendment being Allen, McEnery, Morrill, and Pettigrew.

Mr. Pettigrew offered an amendment that all native-born male Hawaiians over twenty-one years of age and all naturalized aliens shall be allowed to vote at elections in Hawaii. It was defeated—48 to 16.

Mr. Lindsay (Dem., Ky.) offered as a substitute for the resolution certain sections of the annexation treaty which was under discussion last Winter. It was rejected 47 to 17.

Mr. Gear (Rep., Iowa,) offered an amendment providing that all silver money coined by the Hawaiian Government shall be maintained at a parity with the money of the United States. Without division the amendment was defeated.

No more amendments being offered, the resolution having been considered in Committee of the Whole was reported to the Senate and placed upon its adoption.

Adoption of the Resolutions.

The resolution was adopted, 42 to 21, the detailed vote being as follows:

Yeas.

Allison, (Rep., Iowa,)
Baker, (Rep., Kan.,)
Burrows, (Rep., Mich.,)
Cannon, (S. R., Utah,)
Carter, (Rep., Mont.,)
Clark, (Rep., Wyo.,)
Cullom, (Rep., Ill.,)
Davis, (Rep., Minn.,)
Deboe, (Rep., Ky.,)
Elkins, (Rep., W. Va.,)
Fairbanks, (Rep., Ind.,)
Foraker, (Rep., Ohio,)
Frye, (Rep., Me.,)
Gallinger, (Rep., N. H.,)
Gorman, (Dem., Md.,)
Hale, (Rep., Me.,)
Hanna, (Rep., Ohio,)
Hansbrough, (Rep., N. Dak.,)
Hawley, (Rep., Conn.,)
Hoar, (Rep., Mass.,)
Kyle, (Ind., S. Dak.,)
Lodge, (Rep., Mass.,)
McBride, (Rep., Ore.,)
McLaurin, (Dem., S. C.,)
Money, (Dem., La.,)
Morgan, (Dem., Ala.,)
Nelson, (Rep., Minn.,)
Penrose, (Rep., Penn.,)
Perkins, (Rep., Cal.,)
Pettus, (Dem., Ala.,)
Platt, (Rep., Conn.,)
Pritchard, (Rep., N. C.,)
Proctor, (Rep., Vt.,)
Sewell, (Rep., N. J.,)
Shoup, (Rep., Idaho,)
Sullivan, (Dem., Miss.,)
Teller, (Rep., Col.,)
Warren, (Rep., Wyo.,)
Wilmington, (Rep., Md.,)
Wetmore, (Rep., R. I.,)
Wilson, (Rep., Wash.,)
Wolcott, (Rep., Col.,)
Total—42.

Nays.

Allen, (Pop., Neb.,)
Bacon, (Dem., Ga.,)
Bate, (Dem., Tenn.,)
Berry, (Dem., Ark.,)
Caffery, (Dem., La.,)
Chilton, (Dem., Texas,)
Clay, (Dem., Ga.,)
Daniel, (Dem., Va.,)
Faulkner, (Dem., West Va.,)
Jones, (Dem., Nev.,)
Lindsay, (Dem., Ky.,)
McEnery, (Dem., La.,)
Mallory, (Dem., Fla.,)
Mitchell, (Dem., Wis.,)
Morrill, (Rep., Vt.,)
Pasco, (Dem., Fla.,)
Pettigrew, (S. R., S. Dak.,)
Roach, (Dem., N. Dak.,)
Turley, (Dem., Tenn.,)
Turpie, (Dem., Ind.,)
White, (Dem., Cal.)
Total—21.

There were twelve pairs announced, as follows, the names of those who would have voted in the affirmative being given first in each instance:

Rawlins with Butler, Chandler with Vest, Murphy with Cockrell, Quay with Gray, Stewart with Mills, Smith with Gear, Aldrich with Jones of Arkansas, McMillan with Kenney, Mantle with Martin, Platt with Spooner, Turner with Thurston, Mason with Tillman.

Senators Harris and Heitfeld were absent unpaired, but the announcement was made by their respective colleagues that if present they would vote for the resolutions.

THE HAWAIIAN RESOLUTION.

Mr. Newlands of Nevada Introduced It and It Passed the House on June 15.

WASHINGTON, July 6.—The joint resolution which to-day passed the Senate providing for the annexation of Hawaii was originally introduced in the House by Mr. Newlands of Nevada, and passed that body June 15. Two days later is was reported favorably to the Senate. Its full text is as follows:

Whereas, The Government of the Republic of Hawaii having in due form signified its consent in the manner provided by its Constitution to cede absolutely and without reserve to the United States of America all rights of sovereignty of whatsoever kind in and over the Hawaiian Islands and their dependencies, and also to cede and transfer to the United States the absolute fee and ownership of all public, Government, or crown lands, public buildings or edifices, ports, harbors, military equipment, and all other public property of every kind and description belonging to the Government of the Hawaiian Islands, together with every right and appurtenance thereunto appertaining; therefore,

Resolved, By the Senate and the House of Representatives of the United States of America, in Congress assembled, that said cession is accepted, ratified, and confirmed, and that the said Hawaiian Islands and their dependencies be and they are hereby annexed as a part of the territory of the United States, and are subject to the sovereign dominion thereof, and that all and singular the property and rights hereinbefore mentioned are vested in the United States of America.

The existing laws of the United States relative to public lands shall not apply to such lands in the Hawaiian Islands, but the Congress of the United States shall enact special laws for their management and disposition; provided, that all revenue from or proceeds of the same, except as regards such part thereof as may be used or occupied for the civil, military, or naval purposes of the United States, or may be assigned for the use of the local Government, shall be used solely for the benefit of the inhabitants of the Hawaiian Islands for educational and other public purposes.

Until Congress shall provide for the government of such islands all the civil, judicial, and military functions exercised by the officers of the existing Government of said islands shall be exercised in such manner as the President of the United States shall direct, and the President shall have power to remove said officers and fill the vacancies so occasioned.

The existing treaties of the Hawaiian Islands with foreign nations shall forthwith cease and determine, being replaced by such treaties as may exist, or as may be hereafter concluded between the United States and such foreign nations. The municipal legislation of the Hawaiian Islands not enacted for the fulfillment of the treaties so extinguished, and not inconsistent with this joint resolution nor contrary to the Constitution of the United States nor to any existing treaty of the United States, shall remain in force until the Congress of the United States shall otherwise determine.

Until legislation shall be enacted extending the United States customs laws and regulations to the Hawaiian Islands the existing customs relations of the Hawaiian Islands with the United States and other countries shall remain unchanged.

The public debt of the Republic of Hawaii lawfully existing at the date of the passage of this joint resolution, including the amounts due to depositors in the Hawaiian postal savings bank, is hereby assumed by the Government of the United States, but the liabilities of the United States in this regard shall in no case exceed $4,000,000. So long, however, as the existing Government and the present commercial relations of the Hawaiian Islands are continued, as hereinbefore provided, said Government shall continue to pay the interest on said debt.

There shall be no further immigration of Chinese into the Hawaiian Islands, except upon such conditions as are now or may hereafter be allowed by the laws of the United States, and no Chinese, by reason of anything herein contained, shall be allowed to enter the United States from the Hawaiian Islands.

The President shall appoint five Commissioners, at least two of whom shall be residents of the Hawaiian islands, who shall, as soon as reasonably practicable, recommend to Congress such legislation concerning the Hawaiian islands as they shall deem necessary or proper.

Sec. 2. That the Commissioners hereinbefore provided for shall be appointed by the President, by and with the advice and consent of the Senate.

Sec. 3. That the sum of $100,000, or so much thereof as may be necessary, is hereby appropriated out of any money in the Treasury not otherwise appropriated, and to be immediately available, to be expended at the discretion of the President of the United States of America for the purpose of carrying this joint resolution into effect.

CONGRESS TO ADJOURN SOON.

The Session May Come to a Close To-morrow or Saturday—Members Eager to Leave.

WASHINGTON, July 6.—It is believed that Congress will adjourn Friday or Saturday. The passage to-day of the Hawaiian resolutions and the General Deficiency bill, both of which will go to the President to-morrow, leaves no legislation of general importance to be considered of which there is hope of passage at this session.

In the House the International Bank bill, and in the Senate the bill allowing volunteers to vote may be passed, but it is not believed that a quorum can be obtained for any business that would lead to a prolonged debate. Unobjected business will no doubt be considered, and some military bills may be brought forward.

There are quite a number of nominations pending in the Senate, but those to which there is any objection are not likely to be acted upon. Senators and Representatives are anxious to get away, and the belief among the leaders is that the final adjournment will be on Friday.

ROUTINE OF THE HOUSE.

Several Important Bills Concerning the War Passed.

WASHINGTON, July 6.—The House to-day concurred in the Senate's Pacific Railroads amendments to the General Deficiency bill. The amendment provides for collecting the debts of the Pacific Roads to the United States.

The conference reports upon the bills to increase the force of the Ordnance Department and to protect harbor defenses and fortifications against injury were adopted.

Senate resolutions were agreed to accepting the collection of engravings offered by Mrs. Gertrude M. Hubbard to the Congressional Library, and expressing Congressional approval of and extending some tariff concessions to the Pan-American Exposition to be held in 1901 at Buffalo.

TESTIMONIAL WAR CONCERT.

Gen. Woodford and Bourke Cockran the Principal Speakers in Carnegie Hall Last Night.

A testimonial war concert and lecture was given last evening in Carnegie Hall in aid of the fund of the New York Soldiers and Sailors' Families' Protective Association. Gen. Stewart L. Woodford presided, and W. Bourke Cockran delivered an address on "The American Soldier." The auditorium was comfortably filled early in the evening, but later every seat was occupied.

When Ernest Neyer's orchestra started the musical part of the programme with "The Star Spangled Banner," all in the immense audience rose to their feet, and a few moments later, when Major John Byrne appeared with Gen. Woodford, there was an outburst of applause. Mr. Byrne, in a few words, introduced Gen. Woodford, who expressed his hearty appreciation of the warm feeling shown. He congratulated his hearers on the splendid victories of the American arms—the victory of Dewey at Manila, the victory of Sampson and Schley at Santiago, and the magnificent fighting qualities manifested by our soldiers on land, conquering even in the face of death.

Continuing, he said: "I congratulate you on what is still better than all these, and that is that this land, North and South, is one again and will stay one," an expression that was greeted with tremendous applause. "The nephew of Lee and the son of Grant now wear the same uniform. I have been informed by the State Department that I am still Minister to Spain, imposing upon me an obligation that I shall be the still Minister of Spain. I shall be so by joining you in prayer for the victory of our soldiers. I ask you only to remember this. As our duties last Winter and Spring were to seek peace by honorable means, the duty of to-day is to press the war in the name of justice, humanity, and peace; for the victory of our arms is the only thing that will bring peace to our country.

"No one can tell what the future brings. No war leaves a nation where it finds it. War changes the map of the world. But the nation that in 1776 could wrest liberty from England, that could compel the preservation of national unity in the war from 1861 to 1865; a nation so brave that when peace came it was restored to a strengthened unity—that nation and its future can be trusted. I, for my part," concluded Gen. Woodford, "am certain of the future of the American Republic."

The Hon. W. Bourke Cockran was then introduced. He began by saying that the war that we were engaged in was making an epoch in the history of the human race unparalleled in history, the most peaceable nation on the globe drawing the sword, not to indulge in violence or conquest, but to defend the principles of liberty, even if took its last dollar and its last drop of blood.

"The rejoicing going on in this country," continued Mr. Cockran, "is not over destruction, but over the victory of principle. It is not the rejoicing over the ruin of the Spanish ships, but over the destruction of the principles that those ships defended. Our position toward Spain was shown to be friendly, when in 1892 our chief guests were a Spanish Princess and a Spanish Duke. The whole purpose of this war is philanthropic.

"Spain will eventually realize that the steel now glistening before the eyes of her soldiers is merciful. The American soldier in this campaign is the champion of Christianity. He is extending into new fields a governmental principle, no longer novel, but well tested. The liberty that he won he extends to friends. It has invaded the jurisdiction of a nation, but it has also extended the jurisdiction of humanity."

Mr. Cockran then went on to show the bravery, persistence, and wisdom of the American soldier. It was the American soldier who drew up the charter of liberty, the Constitution of the United States, and it was the American soldier who enforced it and drove the foreign invader from the land. It was the American soldier who abolished slavery, and it was that same soldier who when the enemy was down raised him up in his arms and restored him to citizenship.

Declaring that the American soldier could be trusted, the speaker closed his remarks with an expression of hope that Spain would give up a useless fight for what it called honor, and throw herself upon the mercy of the American soldier, who would treat her generously and justly.

RED CROSS TO SEND ICE TO CUBA.

Sixteen Hundred Tons to Leave To-morrow, and More Will Follow.

The Committee on Supplies of the Red Cross met yesterday morning at 552 Broadway. There were present Cleveland H. Dodge, Chairman; Howard Townsend and Douglas Robinson of the committee, and also representatives of several of the Ladies' Auxiliaries. Mrs. Winthrop Cowdin of the Nurses' Maintenance Auxiliary reported the arrival of twenty-five trained nurses at Tampa, and said they were to leave on the next transport for Santiago.

Miss Leverich of the Ice Plant Auxiliary reported that permission had been given to land a cargo of ice at Santiago and that 1,600 tons would leave for that point to-morrow, and hereafter at regular intervals of two weeks. The cost of the first cargo will be $4,500, but in the future the expense of shipping will be less.

Red Cross Contributions.

Treasurer Tappen of the Red Cross received contributions yesterday amounting to $3,869.95. Among them were contributions from Auxiliary No. 3, Maintenance of Trained Nurses, of $2,205; William H. Herriman, Rome, Italy, $500; Frederick W. Stevens, $250; Asiel & Co., $250, and Mrs. E. H. Colt, $200.

Subscriptions to the War Loan.

WASHINGTON, July 6.—The subscriptions to the new 3 per cent. war loan received to-day, upon which the full amount of the required deposit of 2 per cent. has been made, aggregate $375,593,000, of which $324,593,000 is in sums in excess of $500. This does not include several syndicate offers amounting to $500,000,000, making the total of all offers $875,593,000.

SCHLEY VERSUS SAMPSON

The Commodore Praised for Defeating Cervera Somewhat at the Admiral's Expense.

NAVY DEPARTMENT JEALOUSIES

Capt. Crowninshield Accused of Unfriendliness to Schley in Putting Sampson Over Him—A Popular Favorite.

WASHINGTON, July 6.—Commodore Schley was the man most talked about at the Navy Department to-day; and for that matter, he was the chief subject of interest at the Capitol, where, before Hawaiian annexation was taken up, Senator Pettigrew discussed a resolution of thanks to Schley for his great service to the country in the destruction of Cervera's fleet. At both ends of the avenue, the reasons assigned for praising Schley sounded very like criticism of Sampson.

The Navy Department leans rather heavily upon the technical correctness of the form of Admiral Sampson's report. Naval officers say that as he was really in command of the vessels of Commodore Schley as well as the others in the squadron, and must report himself as such, no blame can be properly attributed to him for failing to credit Schley with having destroyed the Spanish vessels. Naval officers who regret that Admiral Sampson did not find a way to include Schley as having won a share of the credit say that Admiral Dewey evidently had no difficulty whatever in attributing his success at Manila to his officers and men. This modest and generous announcement did not in the least deprive him of the glory as commander which he has won. But it made every officer and man in the fleet feel as if he was really of some use. Reasons for the failure of Admiral Sampson and Comodore Watson to mention Schley's name have been vaguely suggested at the department. Commodore Schley, it is suggested by a naval officer, does not find favor in what was referred to as the Crowninshield clique. This is supposed to mean that Capt. Crowninshield has some friends toward whom he is more cordial and more favorable in his attentions than he is likely to be to Commodore Schley.

The report cannot be verified at the Bureau of Navigation, but it is heard at the department that Commodore Schley would have received a command superior to that of Sampson, whom he outranks, if the powers at the head of the Bureau of Navigation had been thoroughly friendly to him. Instead of getting the Atlantic station, he received an inferior command, with a man whom he ranked occupying a place above him. Another story heard in illustration of the feeling supposed to exist between Sampson and Schley is that when Schley appeared at Santiago, after he had looked for Cervera, at Cienfuegos, he was determined to enter the harbor and give Cervera battle. Upon communicating this information to the department, and its transmission to Sampson, Schley was at once forbidden to force the entrance and Sampson was hurried to Santiago, to prevent him from doing anything "rash." Commodore Schley's friends are of the opinioin that if he had been in command of the Santiago naval forces he would by this time have been in the harbor.

Commodore Schley is a man with the dashing qualities of Capt. Evans, but lacking something of his public use of boisterous language. He is a man of action and of bold action. Little things about which some naval officers fret a great deal trouble him not at all. About the time that he was looking for a fleet the question of painting the ships of the navy a war color was under solemn consideration by some of the precise officers in the big building. Assistant Secretary Roosevelt was bothered daily by the question of tints submitted to him by a board on warship color, when Schley remarked that he did not care what color his ships were painted, so long as he had ships. "Paint them red if you like," said he, "or paint them black, but let me have them. Color is immaterial."

Roosevelt promptly acted upon the recommendation to prescribe lead color, although competent naval officers say that there is no such color or thing as lead color, and that there are no two ships of the navy painted alike under that requirement. If the ships had been painted black they say they would soon have become lead color.

Secretary Long will see to it that the final report containing some reference to the fact that Commodore Schley, not named in Admiral Sampson's report, shall be made to appear as having been in the engagement with Cervera's ships, and not far away from the Admiral when he surrendered to his captors. Meanwhile the report that Admiral Sampson was to be called to Washington to sit with the War Board is positively denied at the Navy Department.

RESOLUTION TO THANK SCHLEY.

Senator Pettigrew Introduces It, and There Is a Discussion of Sampson's Merits.

WASHINGTON, July 6.—In the Senate to-day Mr. Pettigrew (S. D.) offered the following resolution tendering the thanks of Congress to Commodore Schley for destroying Admiral Cervera's squadron, and asked that it be referred to the Committee on Naval Affairs.

The resolution in full is as follows:

Resolved, That the thanks of Congress and the American people are hereby tendered to Commodore Winfield S. Schley of the United States naval force operating against the Spanish forces in Cuban waters for highly distinguished conduct in conflict with the enemy, as displayed by him in the destruction of the Spanish fleet off the Harbor of Santiago, Cuba, July 3, 1898.

Section 2—That the thanks of Congress and the American people are hereby extended through Commodore Schley to the officers and men under his command for the gallantry and skill exhibited by them on that occasion.

Section 3—That the President of the United States be requested to cause this resolution to be communicated to Commodore Schley and through him to the officers and men under his command.

"What does the Senator propose to do with the resolution?" inquired Mr. Hale, Chairman of the Naval Affairs Committee.

"I want to have it referred to the Committee on Naval Affairs," replied Mr. Pettigrew.

"That is all right," said Mr. Hale. "Of course it is impossible for us yet to know what was the situation off Santiago during the memorable naval conflict noted in the resolution. That great credit is due to both the officers and men of our fleet there can be no doubt. At this time, however, no one can tell to whom the credit of the victory belongs. The matter will receive attention in the official reports to the Navy Department, and I fully believe equal and exact justice will be done to all. The committee will take up the subject with the Navy Department as soon as official information is received."

Commenting upon the resolution, Mr. Pettigrew said the impression had been conveyed to the public that "not Commodore Schley, but another man," had achieved the great naval victory. "I know," he declared, "we shall be able to remove that impression by absolute proof to the contrary. All the accounts of the battle agree that Commodore Schley was in command of the vessels of our fleet. He pursued the last of the Spanish vessels sixty miles and personally brought to an end the most remarkable naval duel ever fought."

Mr. Stewart (Nev.) thought Admiral Sampson had been unfortunate in the wording of his official announcement of the victory and in not giving in that dispatch the credit due to Commodore Schley. He thought it had been due to Schley that the credit be given him by Sampson, but he believed the latter would yet do justice to the Commodore.

Mr. Hale expressed great confidence in the character and ability of both Admiral Sampson and Commodore Schley, and said the conduct and achievements of Schley during the historic battle had been most admirable. He felt assured that the little agitation concerning the bestowal of credit which was now disturbing some minds would disappear in the full light of the facts. There was, he said, glory enough for all in the destruction of Cervera's fleet, and he had no doubt it would be properly distributed.

Mr. Allen (Neb.) thought at least a few days ought to elapse before action was taken upon the resolution.

He paid both Sampson and Schley high tributes as officers and men, and pointed out that the reason Admiral Sampson was not in the fight was that he was in conference with Major Gen. Shafter as to future joint plans. He did not doubt that either Sampson or Schley would meet the shock of battle with equal courage and ability.

The resolution went to the Naval Committee.

Representative Berry of Kentucky, who introduced a resolution in the House yesterday extending the thanks of Congress to Commodore Schley for his action in the Santiago naval fight, has received about 300 telegrams from different sections of the country, nearly all of them indorsing his action.

WEDDINGS OF A DAY.

Scott—Sanders.

BAR HARBOR, Me., July 6.—Miss Helen Sanders and Hugh Scott, both of Philadelphia, were married in St. Saviour's Episcopal Church at 12 o'clock noon to-day. Society was out in force, for both the bride and bridegroom have been great favorites at Bar Harbor for a number of seasons past. The ceremony was performed by the Rev. Mr. Billings of Groton School, Groton, Mass., where the bridegroom prepared for college. The maid of honor was Miss Mary Reeves of Philadelphia, and the bridesmaids were Miss Allison, Miss Godfrey, Miss Fisher, Miss Helen Bickley, all of Philadelphia, and Miss Stanton of Washington. The best man was Murray Forbes of Boston, and the ushers were Henry Adams, J. H. Perkins, Captain of this year's Harvard crew; Edgar Mills, Harold Blanchard, and Joseph Warren, all of Boston, and John Mitchell of Philadelphia. The bride's uncle, John Sanders of Philadelphia, gave her away. After the ceremony a breakfast, at which were nearly 200 guests, was served at Homewood, the pretty Bar Harbor cottage of the bride's grandmother. Mr. and Mrs. Scott left this afternoon for New York, and will spend the Summer abroad.

Doxey—Richard.

The wedding of Miss Mineta A. Richard of 259 Twelfth Street, Brooklyn, and J. William Doxey was solemnized last evening at the home of the bride. The Rev. J. E. Lloyd, pastor of the Twelfth Street Reformed Church, Brooklyn, performed the ceremony. The bride was attended by her cousin, Miss Jean Wilson, as maid of honor, and John Voorhees of Flatlands, L. I., was the best man.

Hanway—Mendeshall.

Miss Minnie Mendeshall, daughter of Mr. and Mrs. James Mendeshall of Bay Ridge Avenue, near Third Avenue, Brooklyn, was married to James Hanway at 8 o'clock on Tuesday evening at the home of the bride's parents. The Rev. James A. Ordway officiated. The bride and bridegroom were unattended. A reception followed the ceremony.

Zoeckler—Bromley.

PITTSBURG, Penn., July 6.—Miss Elizabeth Blanche Bromley, daughter of George Bromley, and Dr. Henry John Zoeckler of Brooklyn were married this afternoon by the Rev. Robert Grange, rector of the Church of the Ascension. Miss Ada Bromley, sister of the bride, was bridesmaid, and Dr. H. M. King of this city was groomsman.

DEATH LIST OF A DAY.

James Monroe.

James Monroe, an ex-member of Congress, died in Oberlin, Ohio, yesterday. He was born in Plainfield, Conn., in 1821, was graduated at Oberlin in 1846, studied theology there, and from 1849 until 1852 taught in that institution. He was a member of the lower branch of the Ohio Legislature in 1856-9 and of the Senate in 1860-62, and was twice President of the latter body. He resigned his seat in October, 1862, to accept the Consulship to Rio de Janeiro, which he held from 1863 until 1869, serving for several months during the latter year as Chargé d'Affaires ad interim. On his return to Oberlin he was elected and re-elected to Congress as a Republican, serving for five successive terms from 1871 until 1881. He had since filled the Chair of Political Science and Modern History in Oberlin.

PRESIDENTIAL NOMINATIONS.

WASHINGTON, July 6.—The President to-day made these nominations:

Attorney for the District of Wyoming—Timothy F. Burke.

Marshal for District of Wyoming—Frank A. Hadsell.

Postmasters—New Jersey, William O. Armbruster, Weehawken; Louis T. Derousse, Camden; William S. Jackson, Belmar; George L. Hitchcock, Ozone Park.

New York—John McNally, Sing Sing; Emiel Rebell, Fort Plain; Isaac Requa, Tarrytown.

Connecticut—Henry Dryhurst, Meriden.

FIRST BALE OF 1898 COTTON.

It Will Be Auctioned Off for the United States Hospital Service.

WASHINGTON, July 6.—Quartermaster General Ludington is going to sell the first bale of cotton grown in the United States this year for the benefit of the United States Hospital Service, now so severely taxed by the war. A day or two ago President McKinley received from H. & B. Beer of New Orleans the following letter:

"We express to-day to you the first bale of cotton of the new crop, to be disposed of in such manner as you see fit for the benefit of the United States Hospital Fund."

The President sent this note to the War Department, with instructions to accept the offer, and Quartermaster General Ludington was charged with the sale of the bale. He is forwarding it to New York to the Produce Exchange, where it will be bid off at auction toward the end of the week. The expectation is that the cotton will bring a fancy figure, in view of the use for which the money is destined.

Daly's Players Go to London.

The steamer Westernland, which sailed for Europe yesterday, had among its passengers four members of Augustin Daly's company, who go to London to become familiar with their parts, which are the four leading ones in some new productions which Mr. Daly contemplates presenting next season. Two of these plays are "The Runaway Girl," now being played at the Gaiety Theatre, and "The Greek Slave." The members of the company are Herbert Gresham, James T. Powers, Virginia Earl, and Paula Edwards.

Died in a Drug Store.

Mrs. Margaret Berrin, ninety years old, of 547 West Fifty-seventh Street, Manhattan, died suddenly yesterday afternoon in Hackett's drug store, at Nostrand and Myrtle Avenues, Brooklyn. She had been on a visit to a friend in the family of John W. Burnett, at 4 Hart Street. On her way home she became ill. Some men assisted her to the drug store, and an ambulance was summoned. Mrs. Berrin was dead before Surgeon Duffield of St. John's Hospital appeared.

Town Borrows to Pay Tax.

TARRYTOWN, N. Y., July 6.—Moses W. Taylor, Supervisor of the Town of Mount Pleasant, to-day secured a loan of $20,500 in order to pay the town's share of the county tax to County Treasurer Francis M. Carpenter. The Tax Collector of Mount Pleasant has returned a list of $25,000 in uncollected taxes to the Supervisor, $16,000 of which is owed by John D. and William Rockefeller, which they have declined to pay, pending a decision in their suits to have their taxes reduced.

Schoolship's Trip to Greenland.

OYSTER BAY, L. I., July 6.—The school ship St. Mary's will leave Centre Island to-morrow for Greenland, stopping at New London, Newport, Boston, Portland, and Halifax en route. This trip was decided upon instead of a European trip, on account of the war. There are 80 cadets on the St. Mary's, and the crew numbers 16. The officers are: Lieut. Howard Patterson, commander; James D. Laird, Senior Instructor; Isadore L. Ach, Junior Instructor; Dr. Robert Smart, Lieutenant and Executive Officer.

REPUBLICAN LEADERS CONFER.

Met at Senator Platt's Office and Considered Various Matters.

There was a conference of Republican leaders which lasted all the morning and a part of the afternoon yesterday in the office of Senator Thomas C. Platt. Those present besides Senator Platt were State Senators Ellsworth and Charles B. Page, Speaker O'Grady, and Edward Lauterbach.

After the conference Mr. Lauterbach said that he was hopeful that the Metropolitan Police bill would be brought up at the present session, and Senator Page also said he thought this bill might come to the front. Gov. Black refused to call the Legislature in special session unless this bill was abandoned, but it was said yesterday that now that the Governor had issued the call, Senator Platt and the organization leaders here were going to revive the proposed measure.

Yacht Parties for Waldorf-Astoria.

A scheme is on foot to run a yacht for private parties from the Waldorf-Astoria on much the same lines as the coach "Good Times" was conducted until recently. Plans are now being formulated, but as yet no definite arrangements have been made. At the hotel the name of the yacht could not be ascertained, but there is no doubt that the scheme is practicable, and daily trips, beginning next Saturday, may be arranged. Parties will be limited to twenty-five, but should that number not desire to participate the expenses will be shared pro rata by those who go. The booking must be done through the hotel, which will also furnish the luncheon.

BUSINESS NOTICES.

Mrs. Winslow's Soothing Syrup for children teething; softens the gums, reduces inflammation, allays pain, cures wind colic, diarrhea. 25c. a bot.

E. & W. NAKODAS. E. & W.
The popular Summer collar.

MARRIED.

COX—ROSELLE.—At Helena, Montana, on Tuesday, June 28, 1898, by the Rev. Carleton F. Brown, Ella E. Roselle to Walter Cox of New York City.

DIED.

CARLISLE.—On Tuesday, July 5, William Kinkead Carlisle, in the forty-first year of his age. Funeral services at the residence of his father, 4 Washington Square North, on Thursday, July 7, at 10:30 A. M.

STEINER.—On Tuesday, July 5, Charles, eldest and dearly beloved son of George and the late Catherine Steiner, aged 46 years. Funeral from his late residence, 344 East 6th St., on Friday, July 8, 1:30 P. M. Interment at Greenwood.

WRIGHT.—On Tuesday, July 5, 1898, Sarah J., daughter of the late William Wright of Boston Mass. Funeral private. Boston papers please copy.

WOODLAWN CEMETERY.

Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED JULY 6.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. July.
BURNS, W. F., 330 E. 37th St.	40	4
BLECHA, Maria, 327 E. 71st St.	1	5
BROWN, John, 417 Cherry St.	74	4
BREADLE, Lizzie, 2,474 8th Av.	1	5
BOYLE, P., Presbyterian Hosp.	26	4
BURKE, Norah, 313 Water St.	1	5
BECKER, William, Almshouse	28	3
BURKART, Joseph, Almshouse	72	3
CHWOLKA, Eddie, 509 E. 13th St.	3	3
CASTELLANO, Lena, 190 Mulberry St	1	5
CLARK, Thomas, 214 W. 88th St.	40	4
CONCEAT, Bertha, 423 E. 73d St.	18	5
CAVANAGH, Marguerite, 82 Lewis St.	53	3
CARTER, Kate, 204 E. 52d St.	24	4
CARLISLE, W. K., 26 W. 131st St.	40	5
CONCANNON, Michael, 310 E. 82d St.	30	5
COLLINS, Ellen, 2,376 Hoffman St.	22	4
DRESER, Hattie, 1,903 2d Av.	1	5
DELANEY, Patrick, 338 W. 49th St.	28	3
DOWNIE, Isabella, 427 W. 48th St.	69	3
DIETRICH, Louis, 1,035 2d Av.	60	4
DONOVAN, Katie, 442 W. 54th St.	25	5
DENGLER, Anna M., 548 W. 52d St.	62	5
DORSEY, John, Almshouse	61	3
EHRLICH, Sophie, 353 E. 86th St.	21	4
FRANZ, John, 1,862 Lexington Av.	1	5
FLEISCHER, Eva, 409 W. 39th St.	65	4
FUCHS, Samuel, 60 Attorney St.	1	4
FLYNN, W. P., 247 W. 61st St.	32	5
GIANNINO, Alfonso, 25 Thompson St.	1	6
GRAY, Michael, 84 Morton St.	67	6
GERDES, Martin, St. Joseph's Hosp.	39	4
HUNTOAR, Moses, 425 W. 23d St.	58	5
HARTMAN, J. F., 60 E. Houston St.	40	5
HEDLOF, C. E., 1,629 Madison Av.	1	6
HODDER, Alice, 350 E. 109th St.	1	4
HOLKOVITZ, Mary, 302 E. 6th St.	62	4
HANNIN, Mary, 318 E. 45th St.	12	5
HUMMELSTEIN, Jacob, 57 Forsyth St	14	5
HAYDON, Mary, 1,049 Park Av.	51	4
HOMER, George, 506 E. 119th St.	16	4
HAYDEN, Catharine, 334 E. 84th St.	48	4
HARRIS, Ann, 304 E. 39th St.	44	5
HERRY, Marie A., Manhattan State Hospital	35	3
HYNER, John, City Hospital	54	4
HANSON, A. G., 357 W. 44th St.	41	4
HORN, Joseph, 199 Avenue A	66	4
JULIANNA, Maria, 94 Market St.	28	1
JOYCE, Michael, 315 W. 14th St.	33	5
JUDGE, Susan, 352 St. Ann's Av.	2	5
KRIZA, Thomas, 428 E. 73d St.	24	4
KENNEDY, James H., 638 11th Av.	24	4
KEARNEY, John, Morton House	36	5
KILLAREY, J., 233 E. 37th St.	42	5
KUHLER, Margaretha, 146 E. 49th St	9	4
KOCHENRAT, F., Seymour, Conn.	54	4
KREGER, F., Pier 7, East River	24	5
LYDE, Sarah, 7 Pike St.	80	4
LARKIN, John, 424 E. 11th St.	59	4
LUDLOFF, William, Woodlawn	1	4
LELAND, Sarah C., 14 W. 33d St.	52	5
LEE, Mamie, 320 E. 74th St.	10	4
McENERY, Patrick, 332 E. 36th St.	2	5
McMAHON, E. L., 259 W. 19th St.	28	3
McDONALD, Lizzie, 251 E. 17th St.	20	4
McKENNA, Cornelius, 506 W. 49th St.	88	2
McINEARNEY, M., 601 W. 39th St.	38	4
McKNIGHT, Thomas, Almshouse	71	5
MURPHY, Margaret, 331 E. 38th St.	56	4
MEUL, Harry, 212 E. 89th St.	46	2
MURPHY, Morris, Almshouse	70	3
MORAN, Ellen M., Hart's Island	49	4
NOONAN, Denis, 559 W. 29th St.	57	3
O'CONNOR, Mary, 1,651 Madison Av.	59	4
OLSEN, Annie, Presbyterian Hosp.	25	5
O'BRIEN, Mary, 39 Monroe St.	47	5
POLLARD, P. D., 199 Washington St.	73	5
PHILLIPS, Mary, 772 2d Av.	52	4
QUIRK, James, 218 E. 70th St.	29	3
QUAN, Chin, 68 Bayard St.	28	5
REETZ, Katharine, 341 E. 38th St.	51	4
ROTHLEIN, Annie, 176 Orchard St.	5	6
ROLFE, John, 2,374 3d Av.	48	3
SCHULLER, H., 235 E. 107th St.	62	4
STEEGMAN, A., 1,811 Amsterdam Av.	68	4
SMITH, Charles, 446 W. 31st St.	39	4
SCHOENWALTER, Minnie, 173 Ludlow St.	18	5
STAPLETON, Frank, 421 E. 25th St.	1	4
STOPPELKAM, Charles, 376 Grand St	59	4
SHAW, Alfred W., 435 E. 122d St.	1	5
SCHNELL, C., 308 E. 6th St.	44	4
SPARKS, Mary E., 788 2d Av.	25	5
SULLIVAN, Catharine, 235 W. 24th St	25	5
SCHNELL, C. A., 155 E. 84th St.	42	5
SCOTT, Kate, Almshouse	75	5
SKINDAN, Joseph, 584 11th Av.	3	6
SIEGLER, Anton, St. Joseph's Hosp.	43	4
TOPHAM, Margaret G., 211 W. 48th.	44	3
TIERNEY, Margaret, 251 E. 125th St.	27	3
TRAINOR, John, Manhattan State Hosp.	54	1
VAN COLT, Charles, 814 2d Av.	49	3
VAN SAAN, G. F., 270 W. 143d St.	1	5
VENUS, F. X., 38 King St.	24	3
WILKE, Emilia, German Odd Fellows Home	69	4
WALSH, Patrick, 289 10th Av.	39	5
WARD, Charles, 252 W. 29th St.	67	4
WAGNER, John C., 673 E. 153d St.	3	4
ZIMMERMAN, Caroline, 114 E. 10th	59	5

Brooklyn.

Name and Address.	Age in Y'rs.	Date Dth. July.
BELISCO, Daniel, K. Co. Almshouse	1	4
BOLDT, John, 72 Hudson Av.	10	4
CRONIN, Austin, 232 Hicks St.	1	5
CARLIN, Anthony, 438 Park Av.	8	5
CRONIN, Mary, Brooklyn Hosp.	28	5
CROWE, George, 48 Joralemon St.	31	5
CONNOR, Frank, 120 Dikeman St.	47	5
COTTER, James, 48 India St.	51	4
DE SOTO, George, 95 Eckford St.	1	5
DURMEYER, John, 37 Frost St.	34	3
ENRIGHT, Camille, Brooklyn Hosp.	19	2
EVERSON, John, St. Peter's Hosp.	53	3
FULTON, Kate, 72 Van Siclen Av.	60	4
FISCHER, Frederick, 289 13th St.	63	5
FLANIGAN, Annie, 29 Conselyea St.	1	5
FREEMAN, Margaret, 745 Myrtle Av.	18	5
FOYE, Frank, 122 33d St.	45	6
GROTHIER, John, 876 Bergen St.	1	4
GILBERT, Jacob, Kings Co. Hosp.	68	4
HIRSCHAUNN, J., 244 Stanhope St.	26	4
HARRISON, John, 99 Keap St.	1	4
JACOBS, Myer, 788 McDonough St.	67	5
JACKSON, Harold, 76 Marion St.	1	5
KOEHLER, Bernard, 458 Court St.	1	3
LOVELAND, Grace, 92 Scholes St.	1	3
LANDIS, Susan, 1,153 Bedford Av.	97	5
LEACH, John, Jr., St. Mary's Hosp.	23	5
LYMAN, George, St. Mary's Hosp.	23	5
MORRIS, Isabella, 369 S. 5th St.	1	5
MADDEN, Catharine, 264 19th St.	66	4
MEYERS, Edward, St. Peter's Hosp.	30	4
MANNING, Julia, 280 Grand Av.	74	4
MILLIGAN, Alonzo, 123 Norman Av.	1	5
McNEIL, Bridget, 368 Oakland St.	56	4
McALEER, Mary, 104 2d Place	46	3
McMAHON, Mary, 911 Myrtle Av.	46	3
McLAUGHLIN, E., 757 Sterling Place	36	3
NELSON, Louise, 67 Stagg St.	65	4
NEEDHAM, Mary, 61 57th St.	1	5
NIELSEN, Martin, 329 Court St.	78	5
O'NEILL, Ethel, 60 Bergen St.	1	4
O'DONNELL, William, 19 Canton St.	29	4
ROTHENBACH, Jacob, 274 Reid Av.	63	4
RAU, Mary, Brooklyn Hosp.	25	3
RUNKERT, Annie, 349 Flushing Av.	68	7
ROACHE, Joseph, 10 Harrison Place	1	4
STAIFFEL, Henry, 82 George St.	33	3
SIMMONS, Kate, 119 Howard Av.	1	5
STUART, Christine, 5 9th St.	29	5
SOEHNGEN, Barbara, 174 Stagg St.	38	6
TREIBER, Louis, 192 Hamburg Av.	1	5
UTTER, Eliza, 72 Ainslie St.	31	4
VOGEL, Amelia, Brooklyn Hosp.	60	5
WILLIAMS, Gladis, 193 Wyckoff St.	1	6
WENSEL, Matilda, Kings Co. Hosp.	68	4
WALKER, Stephen, 345 Baltic St.	43	3
WALSH, Peter, 192 John St.	61	3
WANING, Fannie, 1,446 Gates Av.	1	4
WALLING, Ann, L. I. State Hosp.	50	3

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR., $8,500,000. 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street,
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

P. J. Goodhart & Co.,
Dealers in
Bank & Trust Co. Stocks.
Members N. Y. Stock Exchange,
38 WALL STREET.

KOUNTZE BROTHERS,
BANKERS,
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad, municipal and other approved securities.
Letters of Credit Issued.

FINANCIAL.

Brooklyn Elevated Railroad Co.
REORGANIZATION.

TO THE HOLDERS OF
First Mortgage Bonds of the SEASIDE AND BROOKLYN BRIDGE ELEVATED RAILROAD CO.
Second Mortgage Bonds of the BROOKLYN ELEVATED RAILROAD CO.
Second Mortgage Income Bonds of the UNION ELEVATED RAILROAD CO.
Capital Stock of the BROOKLYN ELEVATED RAILROAD CO.

Referring to the advertisement of this Committee under date of May 14, 1898, calling for the FOURTH AND LAST INSTALLMENT of the amounts to be paid by the above-named security holders, NOTICE IS HEREBY GIVEN that after JULY 11, 1898, no further deposits of said securities or amounts due thereon will be received except on payment of such penalty as may be imposed by this Committee.

NEW YORK, June 24, 1898.
F. P. Olcott, Chairman;
James T. Woodward,
Charles Parsons,
Ernst Thalmann,
Leonard Lewisohn,
} Committee.
ADRIAN H. JOLINE, Counsel. J. N. WALLACE, Sec'y, 54 Wall St., N. Y.

United States Mortgage & Trust Co.
59 CEDAR STREET, NEW YORK.
CAPITAL.......... $2,000,000.
SURPLUS.......... 1,250,000.

Transacts a General Trust Business, Acts as Trustee, Registrar, and Transfer Agent; Executor, Guardian, Administrator, &c. Takes entire charge of Real and Personal Estates, Acts as Fiscal Agent for States, Municipalities, and Corporations. Legal Depositary for Court and Trust Funds. Interest allowed on Deposits. Checks pass through the New York Clearing-House. Money loaned on bond and mortgage. Issues First Mortgage Trust Gold Bonds.

OFFICERS.
George W. Young.......... President
Luther Kountze.......... Vice-President
James Timpson.......... 2d Vice-President
Arthur Turnbull.......... Treasurer
William P. Elliott.......... Secretary
Clark Williams.......... Asst. Treasurer
Richard M. Hurd.......... Asst. Secretary

DIRECTORS.
Samuel D. Babcock,
Frederick O. Barton, Gustav E. Kissel,
C. Ledyard Blair, Luther Kountze,
Dumont Clarke, Charlton T. Lewis,
Charles D. Dickey, Richard A. McCurdy,
William P. Dixon, Theodore Morford,
David Dows, jr., Robert Olyphant,
Robert A. Granniss, Charles M. Pratt,
G. G. Haven, jr., James Timpson,
Charles R. Henderson, Eben B. Thomas,
James J. Hill, George W. Young.

KNICKERBOCKER TRUST CO
234 FIFTH AVE., COR. 27TH ST.
BRANCH, 66 BROADWAY.
CAPITAL.......... $1,000,000.00
LEGAL DEPOSITORY
For State, City, and Court Moneys.
Interest Allowed on Time Deposits.
Checks passed through N. Y. Clearing-house.
Acts as Executor, Guardian, or Administrator of Estates, and as Receiver, Registrar, Transfer and Financial Agent for States, Railroads and Corporations. Separate Department with Special Facilities for Ladies.
ROBERT MACLAY, President.
CHARLES T. BARNEY, Vice-President.
JOSEPH T. BROWN, 2d Vice-President.
FRED'K L. ELDRIDGE, Sec. and Treas.
J. HENRY TOWNSEND, Ass't Secretary.
ALFRED B. MACLAY, Ass't Treasurer.

NOTICE.
TO HOLDERS OF MORTGAGE BONDS OF THE KANSAS CITY, WATKINS AND GULF RAILWAY COMPANY.—The Farmers' Loan and Trust Company vs. The Kansas City, Watkins and Gulf Railway Company.—No. 138, U. S. Circuit Court, Western District of Louisiana.

By virtue of a decree made in above cause, the Master appointed to ascertain what bonds of said Railway Company are entitled to the security of a mortgage executed by said Company on February 1st, 1890, in favor of The Farmers' Loan and Trust Company, will hold a public meeting at the office of The Farmers' Loan and Trust Company, 22 William Street, New York, on Tuesday, July 12th, 1898, 11 o'clock A. M.

All holders of such bonds may present same then with such competent evidence as they may desire to present, and any person or persons having objections to any bonds which may be presented may then make and support by competent evidence such objections.

A. H. LEONARD, Master in Chancery.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

WANTED—$20,000 FOR FIVE YEARS AT 5 per cent. to put in building in Southwestern city. Security ample. Address J. H. S., 100 Colonnade Hotel.

AUCTION SALES OF STOCKS AND BONDS.

TO ALL TO WHOM IT MAY CONCERN: YOU WILL PLEASE TAKE NOTICE that we shall sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, through Messrs. R. V. Harnett & Company, Auctioneers, on July 18th, 1898, at 12 o'clock noon, the following securities, heretofore pledged with us by the Chicago, Peoria & St. Louis Railroad Company of Illinois, to wit:

$2,100,000 Chicago, Peoria & St. Louis Railroad Company of Illinois 1st Mortgage 4 per cent. Bonds, (January 1, 1897, and subsequent coupons on.)
10,750 Shares of Preferred Stock of said Chicago, Peoria & St. Louis Railroad Company of Illinois.
2,979 Shares of Common Stock of said Chicago, Peoria & St. Louis Railroad Company of Illinois.
$201,600 Jacksonville & St. Louis Railway Company Income Bonds, (July 1st, 1897, and all subsequent coupons attached.)
1,600 Shares of Stock of said Jacksonville & St. Louis Railway Company, (Voting Trustee Certificates.)

Dated New York July 1st, 1898.
DENT, PALMER & CO.,
27 Pine Street, Borough of Manhattan, New York City.

THE FINANCIAL MARKETS

Market dull and irregular.

Less than 175,000 shares were traded in on the Stock Exchange yesterday, and with the dullness there was a sagging tendency displayed. All day long the professional talent of the Stock Exchange nagged away at quotations, but accomplished little beyond adding emphasis to dullness. The market seems to have reached a point where raids are ineffective except in forcing inactivity. In yesterday's market, as on several days recently preceding, it was plainly shown that the strutting of bug-a-boos can no longer scare the owners of securities into reckless liquidation. Much foolish invention is indulged in to help along bear speculation, but for the most part grewsome romances fall short of their purpose.

⁂

While Wall Street pays close attention to the war's progress, there seems to be a disposition upon the part of important interests to wait patiently for decisive conclusions at Santiago, and perhaps elsewhere, before entering upon an energetic effort to carry forward a sustained campaign for the advancement of values. So far as business conditions are involved, no discouraging news develops anywhere. Commercial and industrial progress appears in almost every quarter.

⁂

London was yesterday a buyer of American stocks here, and this has also been the case on most business days for a month past. A letter written personally by a Governor of the Bank of England, yesterday received in Wall Street, said:

"Your securities gain in favor. We, who have best opportunities to judge of financial and investment sentiment here, are persuaded that this year will mark a change in your favor beyond what interests most friendly to you have imagined possible. It is the anticipation of cool-headed, calculating, independent financiers here that Great Britain will absorb more American mortgages and shares during the ensuing twelve months than in any corresponding period of the past. I think you can count upon it that those American stocks which we have sold back to you most freely from 1893 till now will be rebought for our account—and more bought with them."

⁂

Government bonds were firm. The closing bids for the new 4s and the old 4s, registered, were ¼ higher. There were sales of $14,000 4s, 1907, coupon, at 111@110¾.

⁂

In State securities, $10,000 Tennessee settlement 3s sold at 91.

⁂

Net changes in stock quotations of one-half of 1 per cent. or more were:

Stocks Advanced.

Am. Malting Co.	1	Nat. Lead pf.	½
Am. Sp. Mfg. pf.	¼	North American	¾
Am. Tobacco	¾	Penn. Railroad	½
Am. Tobacco pf.	1½	St. Paul, M. & M.	2
Canada Southern	½	St. Paul & Omaha	⅝

Stocks Declined.

Chi. & N. W.	¾	P., C., C. & St. L.	¾
Consolidated Gas	2	P., C., C. & St. L. pf.	1
Consolidated Ice	½	Pullman Car	1¾
Den. & Rio Gr. pf.	½	St. J. & G. I. 1st pf.	1½
Des M. & Ft. D.	1⅝	St. L. & S. F. 1st pf.	½
Hawaiian Sugar	¾	St. Paul & Duluth	2⅞
Illinois Steel	1	Third Avenue	3
Laclede Gas	¾	U. S. Leather pf.	½
Met. Street Ry.	½	U. S. Rubber	½
Mo., K. & T. pf.	½	U. S. Rubber pf.	⅞
National Lead	½	W. & L. E. pf., $1	
N. J. Central	1½	ass't paid	⅝
People's Gas, Chicago	⅝		

⁂

Net changes in bond quotations of 1 per cent. or more were:

Bonds Advanced.

B'klyn W. & W. 5s	1⅜	Mil., L. S. & W. 1st	1
Cent. of Ga., Mobile		Ore. S. L., Inc. B	1¼
Division, 5s	3	Pitts., S. & L. E. 1st	1½
Kings Co. El. 1st	3½	Pitts. & West. 5s	2½

Bonds Declined.

Balt. & O. con. 5s, 1988	1	Cent. of Ga. con. 5s	2½

MONEY AND EXCHANGE.

Money on call loans at 1@1½ per cent., closing at 1¼ per cent.

Time money, 2½ per cent. for thirty to sixty days, 3 per cent. for ninety days to four months, 3½ per cent. for five to six months. Commercial paper rates, 3¼@3¾ per cent. for indorsed bills receivable, 3½@4 per cent. for choice single names, and 4½@5½ per cent for others.

Clearing House exchanges, $134,989,572; balance, $11,409,814; Sub-Treasury debit balance, $137,614.

Money on call in London, ½ per cent. Rate of discount in the open market, 1 per cent. for short and 1@1⅛ per cent. for three months' bills.

Foreign exchange market was dull, but steady. Posted rates were unchanged at $4.85 for sixty days and $4.86½ for demand. Actual business was done at $4.84½@$4.84¾ for sixty days, $4.85¾ for demand, $4.86 for cable transfers, and $4.83¼@$4.83½ for commercial.

In Continental, Paris francs were quoted at 5.20 for long and 5.18⅛ for short, reichsmarks at 94 13-16 and 94¼@95 5-16, and guilders at 40 3-16 and 40⅜.

New York exchange quoted as follows: Chicago—20c premium. Boston—15@20 discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, par; over counter, 50c premium. St. Louis—20c premium.

THE LONDON MARKET.

American shares were irregular in the London market. The principal changes were: Advanced—Pennsylvania, ¼, to 59⅝, and Reading, ¼, to 10. Declined—St. Paul, ½, to 101⅞; New York Central, ¼, to 120¼; Erie, first preferred, ¼, to 37, and Atchison, ¼, to 13⅝. Canadian Pacific sold at 86¼; Illinois Central at 108¾; Louisville and Nashville at 55, and Erie at 14. British Consols declined 1-16, to 111 11-16 for money and 111¾ for the account.

The Bank of England lost £115,000 bullion on balance. In Paris rentes sold at 103f 15c, and exchange on London was 25f 21c. Gold was quoted in Buenos Ayres at 175.80, compared with 173.70 Tuesday and 178.80 a week ago; in Rome at 107.10, compared with 107.12 Tuesday and 107.10 a week ago; in Lisbon at 79.50, compared with 79.50 Tuesday and 79 a week ago.

HOW EARNINGS MOUNT UP.

Reports of railroad earnings from all sections of the country continue most encouraging. Statements for the fourth week of June and for the month, given out yesterday, were in most cases excellent. Union Pacific reported an increase for the month of May of nearly $235,000, and for the year to June 1, an increase of $916,000. Oregon Railroad and Navigation for June made an increase of $121,000, and the road's increase for its fiscal year ended June 30, is close to $2,000,000. For the fiscal year the Southern Railway, exclusive of the Memphis Division, has increased over $500,000. Wabash's increase for the year is nearly $1,700,000, and Texas Pacific's is close to $500,000. Chicago Great Western shows an increase of nearly $700,000 for the year.

SHORTS IN SUGAR TRUST.

Over 80,000 shares of Sugar were traded in yesterday and the stock closed within a fraction of where it closed on Tuesday. The traders hammered it whenever they got a chance, and at one time had it down close to 129. The stock, however, showed sullen resistance to the attacks, which were ostensibly based on talk of the new competition of which Wall Street has long been hearing a great deal. Practically the only change in the stock's situation yesterday was the further extension of the short interest, which seem to be getting bigger and bigger with each day.

NORTHWESTERN CONFIDENCE.

It is notable that every Wall Street interest identified in any way with the Northwest is talking enthusiastically over the prospects for that section of the country. Sentiment on Northwestern Railway shares is growing more and more bullish, and it is altogether likely that with the reports of gold shipments from Alaska, coming in from now on, this inspiriting sentiment will still increase.

BREAKING PAST RECORDS.

Brooklyn Rapid Transit was hammered by the traders yesterday and knocked off about a point. Before the close, however, it had recovered its loss, and closed with only an inconsequential net decline for the day. The company's earnings go on increasing steadily. For the first five days of July the earnings showed an increase over the corresponding five days of last year of more than $13,000. On Tuesday the road's earnings were $18,765, an increase of over $3,000. Brooklyn Rapid Transit interests are much encouraged at the improvement in their property's traffic.

FOREIGN MONEY RATES.

In some Wall Street quarters where there are close relations with important foreign interests, it is expected that within the next fortnight there will be a further substantial reduction in the Bank of England rate of discount. Recent withdrawals of gold from the bank have given some reason for believing that the rate would be advanced rather than put down, but this is not feared, it is said, among the important foreign banking interests, and even if ordered would be but temporary and for special and passing reasons.

IN THE IRON TRADE.

In its review of trade conditions The Iron Age, chief of iron trade authorities, will say to-day:

"It is too early yet to gauge the effect which the recent developments in Cuba may have upon the iron trade. In the West the war as a factor in the demand has been completely overshadowed by the favorable conditions affecting the agricultural interests. In the East the struggle has undoubtedly checked enterprise, so that favorable news must have its corresponding effect on trade. With money cheap and abundant and a growing confidence in an early and satisfactory settlement, we are steadily approaching a period of extraordinary industrial and commercial enterprise. In fact, hints of a desire to take hold of the rehabilitation of Cuba's industries are even now coming out in the shape of inquiries for material to rebuild the destroyed haciendas. While that may become an interesting phase of the situation in the near future, the main reliance of our iron and steel makers must be the expansion in the demand in our country. That alone can fill our shops with work and prevent a relapse into the wild scramble for business.

"Our Philadelphia correspondent notes an improvement in the situation, while the West continues its reports of constant activity, particularly in those branches whose principal customers are the farmers.

"In the pig iron trade an unsettled state of affairs still exists, but it looks as though some large buyers on the Atlantic seaboard have taken hold, following the example of Western founders. The engagements of some of the large concerns are reported to be very heavy. The Non-Bessemer Pig Iron Association is dead.

"The deadlock in Bessemer pig and in steel billets in the Central West continues. In the Chicago district there has been more activity in steel rails and in wire rods.

"The reports relating to the rush at the plate mills continue. A leading Pittsburg interest has taken the order for extended delivery for all the material for four boats to be built at the Newport News Yard, and negotiations are pending for a block of 11,000 tons for steel cars.

"From both the East and the West come more encouraging news in regard to the prospect for the shops producing structural material.

"There is one matter in connection with the export trade which is referred to quite often among merchants and manufacturers, but which thus far has not been given expression to publicly. Our producers have been so accustomed to a standard of large transactions that the run of foreign inquiries looks rather small in comparison. The fuss made over the latter is often annoying, yet our manufacturers should realize that our standards of magnitude do not apply to the majority of other countries, that what is small to us is big to them, and that we should look at the business more from their standpoint."

CHEAP MONEY.

Money market ease continues here. Call money is easily obtainable at 1¼ per cent., at which rate the bulk of the loans are now being made. In time money demand is not large, and borrowers are showing an inclination to demand concessions. Offerings are liberal. In banking circles there are practically no predictions other than that the money market will continue easy for a long time to come, unless some wholly unexpected disturbing factor arises.

GENERAL ELECTRIC.

Fears that have prevailed recently of a lawsuit involving claims of General Electric preferred stockholders, which might possibly prevent the carrying out of the new General Electric plan, were quieted yesterday by what Wall Street considered a semi-official announcement that there is to be no such litigation, that all differences between the stockholders have been adjusted.

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According to calculations by the New York News Bureau the General Electric, with its present earnings, will, under the proposed plan, be able to show 6 or 7 per cent. earned on the common stock. Says that calculator:

"The company, as is well known, is doing a business which taxes the capacity of its entire plant. If its net earnings in the year to end Jan. 31, 1899, should increase only 10 per cent., (about the amount of the gain in 1898 over 1897,) with the debenture interest payable on only $6,000,000 bonds, the next General Electric report would make an exhibit somewhat like the following:

Net earnings to Jan. 31, 1898		$1,797,246
Estimated 10 per cent. increase		179,724
Net for year ending Jan. 31, 1899		$1,976,970
Other income basis 1898	$389,789	
Less interest on debentures	300,000	
		89,789
Total		$2,066,759
Amount written off 1898	$752,221	
Less profit on securities sold	130,371	
		621,850
Balance		$1,444,909
Preferred stock, 7 per cent.		178,584
Balance		$1,266,325
Common stock, 6 per cent.		1,096,560
Surplus		$169,765

The surplus, it will be seen, is in excess of 6 per cent. on the preferred stock, which might be devoted toward the cancellation of the back dividends on that stock.

B. & O. BETTERMENT.

In the years 1895 and 1896 Baltimore and Ohio found itself in a precarious and painful position. The reputation for wealth and power which it had under John W. Garrett was gone. Its great book surplus has proved to be an intangible asset. Its roadbed and bridges were not up to modern requirements, and its rolling stock had deteriorated to the point where the company could not take care of its local business and could not do through business at current rates without loss. A feeling of discouragement pervaded the executive departments and radiated through the working force.

The receivership was imperative, but that alone was no remedy. The question was how to restore the property to the position justified by its location and possibilities.

Mr. John K. Cowen gave the initial impulse. Counsel of the company for many years, he knew perhaps better than any one else the weakness and the strength of the system. He advocated a bold policy, in some respects a new departure in receivership management. It was decided to rehabilitate the property.

⁂

The anomaly in natural management was presented of a road issuing large amounts of receiver's certificates (for betterments and at the same time keeping up interest payments. As the receiver's certificates came ahead of the bonds, it was evident that the bondholders must suffer in the end. There was naturally clamor and some effort in the courts to stop the issue of certificates.

The answer to all the criticism was that the policy must be judged by the event. If the road could be put in position to compete with Pennsylvania; if the lost business could be recovered and held; if the company could recover its old place, the expenditure was wise and the security holders would gain more than in any other way. The receivers adopted this policy and decided to stand or fall with it.

Mr. Murray adopted broad methods throughout. He put competent men in every department. Wages ranked second to ability. Wherever an especially good traffic solicitor was to be found, there was Baltimore and Ohio seeking his services. Mr. Murray had a habit of calling his men together and making suggestions, but he told them plainly that results would be required. He wanted freight, not excuses.

⁂

Here are some other things which have been achieved: The tonnage of flour, grain, and provisions carried East from Chicago by Baltimore and Ohio in the first twenty-six weeks of this year was three times as large as for the same time in 1897. Gross earnings for ten months have increased $1,372,841, and net have gained $1,320,598. The Reorganization Committee estimates that net income for the year ended June 30 will be $7,975,785.

Within two years there have been added to the equipment 150 locomotives of the most powerful type; there have been purchased about 14,000 new cars. About 45 per cent. of the freight traffic of Baltimore and Ohio is coal. The old coal cars were small, light, and easily crushed. The new coal cars are "scows," carrying from thirty to forty tons per car. And the new engines will have forty-five of these cars in a train over the division from Cumberland to Baltimore. Eighty thousand tons of steel rails have been laid.

The whole question of train load has been systematical. The weight of each loaded car is known. When a train is being made up, the trainmaster knows the capacity of each engine and the load it can handle over its division. The new engines, for instance, are expected to handle 325 units on the second division. A train unit is six and one-half tons; hence it is comparatively easy to sort out car loads which will give the 2,112 tons, or 325 units, required. On divisions having heavier grades, the engine capacity is figured at a smaller number of units, but the exact number is known and utilized wherever possible.

Work on grades, curves, and bridges has been continuous for two years. Miles of steel bridges have been built. Hundreds of thousands of dollars have been spent at Cumberland, at Martinsburg, at Pittsburg, and at Locust Point, the ocean terminal.

The outlay on the Pittsburg division has exceeded $500,000, represented by fourteen miles of second track, eighteen new bridges, and the entire division rock ballasted. The yard capacity at Cumberland has been increased over 300 per cent., and new shops, trackage, &c., have been added. Cumberland is the point where the second, third, and Connellsville divisions unite. The new yards have been arranged so that trains made up for one division do not interfere with any other. The second division has been entirely relaid with eighty-five pound rails and the track rock ballasted. The result of the new equipment, better grades, other track, stronger bridges, and more careful managements finds expression in the statement that the average train load has increased in two years about 43 per cent.

CHARLES H. DOW.

CRIPPLE CREEK ACTIVITY.

The Cripple Creek district, for the first six months of 1898, closing to-night, will have added to the wealth of the world nearly $7,500,000, and again has surpassed her former remarkable month record of production. May made a brilliant showing, but the output of that month has been eclipsed, and June makes her mark nearly $50,000 better. To give actual figures, the June production shows $1,303,925, as against $1,244,450, the increase being due to the larger tonnage treated at the mills and to an increase in the average value of the smelting grade ores.

With the exception of the Kilton plant, at Florence, temporarily closed down for repairs and improvements, the mills were working at their full capacity, and exceeded their last month's treatment, the ore reserves remaining intact. Proudly, and justly with the above showing, the Cripple Creek district once more claims the honor of being the greatest gold camp on the American Continent.—[Denver Republican.

⁂

June closes with a continued bright outlook for the Cripple Creek district, and it looks as if the promised output of $15,000,000 for the year will be easily achieved. More work is going on in the hills, both among the companies and the lessees, than has ever been done before. Big properties are opening up new and larger ore bodies with depth, and prospectors are continually finding new and unexplored veins. There are few really good properties in the district lying idle. Most of the companies who have found it unprofitable to work their own mines have leased them out. Figures, however, are more expressive than anything else in estimating the business done. At the head of this article are the tons handled by the various reduction works and the value of the ore thus handled. It will be seen that the total output for the month is slightly in excess of $1,300,000. The estimated total for the first half of the year is $7,500,000. There is no reasonable doubt that the remaining six months will do as well.—[Colorado Springs Gazette.

WALL STREET COMPENDIUMS.

The Commercial and Financial Chronicle yesterday issued its bound volume containing the weekly issues and the several periodical statistical supplements of the first six months of 1898. This is The Chronicle's sixty-sixth bound volume. In every financial centre the value of the book as a financial reference is appreciated. No business office having to do with financial matters can find it indispensable.

⁂

The Street Railway Red Book, the statistical supplement to the Street Railway Journal for 1898, has just been issued. The book is well known as containing reliable statistics relating to street railways, and there is used in its compilation a method of presenting operating statistics and balance sheets in tabulated form so that figures for the past four or five years can be compared without reference to previous editions. The work contains a large number of fine maps of street railway properties throughout the country.

WALL STREET TALK.

The following topics of interest were discussed in Wall Street yesterday:

⁂

Incorporation at Albany of the Delaware Railroad Company, with a capital of $200,000, to build from Delhi to a connection with the New York, Ontario and Western.

Declaration of the regular dividend of 1 per cent. on Jersey Central stock.

Institution of a foreclosure suit by the First Mortgage Bondholders' Committee of the Peoria, Decatur and Evansville for a sale of the property.

Receipts of iron ore by Illinois Steel Company during June, 371,200 tons, an amount considerably in excess of all previous records.

Notification to Northern Pacific employes that wages will be restored all over the system to the level prevailing in 1894.

Receipts of £100,000 gold at San Francisco from Sydney, making a total of $22,970,000 gold from Australia in ten months.

Vote by stockholders of New England Telegraph and Telephone Company to increase capital stock from $12,000,000 to $15,000,000, as recommended by the Directors.

Question of an increased dividend on Great Northern preferred stock not yet considered.

Increase of $283,950 in Union Pacific's net earnings for May, making an increase of $916,526 since Jan. 1.

BULLION AND MINING.

Silver bullion certificates were quoted on the Stock Exchange at 59@59⅝. There were no sales.

Bar silver in London, 27 5-16d per ounce.

Commercial price of bar silver, 59⅛c per ounce. Mexican silver dollars quoted at 45½c.

The Mercantile Safe Deposit Company holds 325,030.71 ounces of silver bullion.

⁂

On the Stock Exchange 100 shares of Horn Silver sold at 1.35.

On the Consolidated Exchange 1,000 shares Creede and Cripple Creek Consolidated sold at .04, 500 shares Leadville at .11, 300 shares Mollie Gibson at .25, 1,000 shares Pharmacist at .05.

On the Mining Exchange 1,000 shares of Gold Magnet sold at .002, 1,100 shares Lagonda at .24@.24⅝, 500 shares Rocky Mountain at .09 buyer 30, 2,000 shares Sentinel at .007⅜ buyer 30.

⁂

Closing bids for mining stocks on the various Exchanges yesterday:

STOCK EXCHANGE.

Alice	.65	Hale & Norcross	.35
Alta	.02	Horn Silver	1.35
Belcher	.05	Iron Silver	.50
Best & Belcher	.10	Kingston & P. Iron	.22
Breece	.42	La Crosse	.10
Brunswick	.12	Leadville	.09
Chrysolite	.09	Little Chief	.18
Com. Tunnel Co.	.02	Mexican	.05
Con. Cal. & Va.	.10	Phoenix Gold	.12
Crown Point	.05	Potosi	.05
Deadwood	.40	Plymouth Con.	.08
Enterprise Min. Co.	.35	Savage	.03
Father De Smet	.16	Sierra Nevada	.25
Gould & Curry	.05		

CONSOLIDATED EXCHANGE.

Alice	.70	Ontario	2.50
American Coal	1.20	Ophir	.13
Belcher	.03	Occidental	.40
Best & Belcher	.10	Plymouth	.12
Breece	.40	Potosi	.04
Brunswick Con.	.10	Quicksilver	1.00
Belmont	.05	Quicksilver pf.	2.00
Caledonia, B. H.	.50	Savage	.02
Chollar	.03	Sierra Nevada	.02
Chrysolite	.10	Standard	1.60
Con. Cal. & Va.	.14	Small Hopes	1.10
Com. T. Co. stock	.03	Union Con.	.10
Com. T. Co. bonds	.08	Utah	.01
Com. T. Co. scrip	.03	Victor	5.00
Catalpa	.30	Yellow Jacket	.05
Deadwood Terra	.38	Argentum Juanita	.23
Eureka Con.	.10	Alamo	.02
Father De Smet	.17	Anaconda	.40
Gould & Curry	.05	Cripple Creek Cons.	.08
Hale & Norcross	.40	Creede & Crip. Creek	.08
Homestake	45.00	Golden Fleece	.20
Horn Silver	1.20	Isabella	.24
Iron Silver	.70	Mollie Gibson	.20
Kingston & Pemb.	.15	Mount Rosa	.12
La Crosse	.14	Pharmacist	.05
Leadville, Con.	.10	Portland	1.10
Little Chief	.20	Specimen	.02
Mexican	.03	Union	.14
Moulton	.20	Work	.04

MINING EXCHANGE.

Gold Magnet	.002	Gold Coin	.50
Havana	.75	Garfield Con.	.11
Japan	2.50	Golden Fleece	.28
Lagonda	.24½	Isabella	.25
Rocky Mountain	.05½	Jefferson	.05
St. F. Cariboo	2.50	Justine	.02
Yukon	.10	Lillie	.86
Alamo	.02¾	Mollie Gibson	.21
Anaconda	.41	Mount Rosa	.12
Anchoria, Leland	.74	Portland	1.15
Cripple Creek Con.	.08½	Sentinel	.006
Cannon Ball	.003½	Union	.16½
Elkton	.91	Work M. & M. Co.	.04½

OUTSIDE SECURITIES.

Traction Quotations.

	Bid.	Asked.
Broadway & Seventh Avenue	212	220
Broadway & Seventh Avenue 1st	106	110
Broadway & Seventh Avenue 2d	111	112
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	106	107
Brooklyn City Railroad	212	214
Brooklyn, Bath. & W. E. 5s	85	88
Brooklyn El. common, when issued	26	27
Brooklyn El. preferred, when issued	59	60
Brook., Queens Co. & Suburban 5s	106	108
Buffalo Crosstown 5s	107	110
Buffalo Street Railway stock	80	82
Buffalo Street Railway Con.	109	111
Central Park, N. & E. River	177	185
Central Park, N. & E. River 7s	110	113
Columbus (Ohio) stock	48	50
Columbus (Ohio) con. 5s	97	100
Eighth Avenue Railroad	335	345
42d St., Man. & St. Nicholas Av.	60	64
42d St., Man. & St. Nicholas Av. 1st	113	116
42d St., Man. & St. Nicholas Av. 2d	90	91
Kings County Elevated	8½	9
Kings County Inc.	8½	9
Nassau 1st 5s, (Brooklyn Trolley)	101	102
New Orleans Traction common	1½	2¼
New Orleans Traction pf.	7	9
Ninth Avenue Railroad	183	190
Steinway R. R. Co. 6 p. c. 1st	115	117
Second Avenue Railroad 1st 5s	108	110
Sixth Avenue Railroad stock	200	210
Union Railway 1st 5s, (Huckleberry)	113	114
Union Railway stock	175	190
Worcester (Mass.) Traction	14	17
Worcester (Mass.) Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	89	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. & E. R. 5s	90	93
N. Y. & E. R. Ferry stock	69	71
Union Ferry	40	41¾
Union Ferry bonds	100	102

Natural Gas.

	Bid.	Asked.
Fort Wayne Gas stock	75	80
Fort Wayne Car 1st 6s	89	90¾
Indianapolis Gas stock	115	125
Indianapolis Gas bonds	105	107
Lafayette Gas Company 1st 6s	85	88
Lafayette Gas Company stock	77	80
Logansport & Wab. Val. gas stock	54	58
Logansport & Wab. Val. 6s	72	73
Ohio & Indiana stock	54	58
Ohio & Indiana 1st 6s	71	73

Illuminating Gas.

	Bid.	Asked.
Amsterdam common	80½	81½
Amsterdam preferred	75½	76
Amsterdam 5s, with interest	102	103
Buffalo (N. Y.) stock	22	23
Buffalo (N. Y.) 1st, with interest	92½	93
Central Union 5s, guaranteed	104½	105
Columbus Gas	86	90
Consolidated Gas bonds of N. J.	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City) bonds	100	103¾
Grand Rapids Gas stock	76	79
Mutual of New York	340	345
Madison (Wisconsin) stock	56	60
N. Y. & E. R. Gas Co. 1st	112	114
N. Y. & E. R. Gas Co. con.	108	108¼
Norfolk (Va.) Gas stock	36	38
Norfolk (Va.) Gas 1st	98	105
People's Gas Co. (Chi.) 5s, (in. on)	101	105
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	93
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standad Gas, New York, ex div.	138	140
Standard Gas preferred ex div.	158	160
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 1st 5 p. c. bonds	88	89
Western Gas	89	89¾
Western Gas Company bonds	102	104

Industrials.

	Bid.	Asked.
American Bank Note	39	41½
American Typefounders'	36	38
Barney & Smith common	13	16
Cramps' Shipyard stock	74	77
Glucose common	48¼	49
Glucose pf.	102¾	103½
Herring-Hall-Marvin	½	1½
Herring-Hall-Marvin pf.	6	9
Hecker-Jones-Jewell Milling pf.	83	88
Hecker-Jones-Jewell bonds	80	85
International Paper common	37	40
International Paper, pref., ex div.	85	86
Lorillard Company pf.	112	113½
Michigan-Peninsular Car	9	11
Michigan-Peninsular 5 p. c. bonds	84	88
National Biscuit common	30	32
National Biscuit pf.	91	92½
Nicaragua Canal Con., new	10	11½
Pennsylvania Coal	354	356
Pratt & Whitney	4	8
Pratt & Whitney pf.	40	50
Standard Oil Trust	440½	441½
Trenton Potteries	9	11
Trenton Potteries pf.	38	42
Union Typewriter	6½	8
Union Typewriter 1s pf.	93	95
Union Typewriter 2d pf.	82	85
Wagner Car Company	165	166

The Miscellaneous List.

	Bid.	Asked.
Acker, Merrall & Condit bonds	95	99
Anderson Tobacco Company	9	13
Central and South American Tel.	103	104½
Commercial Cable stock	170	180
Electro-Pneumatic, ass't paid	1¼	1¾
Electric Vehicle common	8	10½
Electric Vehicle pf.	70	80
Hudson River Telephone stock	69	73
Iron Steamboat	2½	3¾
Iron Steamboat 6s	55	60
Madison Square Garden 2d	30	40
Metropolitan E., Chicago, 1st 5s	54	55
N. Y. & N. J. Telephone	147	151
Northwestern Telegraph Company	112	117
Trow Directory pf.	30	33
Wool Exchange	110	120

RAILROAD EARNINGS.

	1898.	1897.	1896.
ALABAMA GREAT SOUTHERN—			
Mileage	310	310	310
4th week June	$37,833	$40,143	$35,807
Month	131,008	125,622	112,426
From July 1	1,737,730	1,605,546	1,634,093
BALTIMORE & OHIO SOUTHWESTERN—			
Mileage	921	921	921
4th week June	$149,824	$167,108	$158,796
Month	523,010	519,259	510,124
Fiscal year	6,876,244	6,102,564	5,464,514
CHICAGO GREAT WESTERN—			
Mileage	930	930	930
4th week June	$128,567	$114,709	$110,545
Month June	389,160	379,252	382,801
Fiscal year	5,308,716	4,632,636	......
CLEVELAND, LORAIN & WHEELING—			
Mileage	192	192	192
4th week June	$38,110	$44,845	$48,023
From July 1	1,504,250	1,205,148	......
EVANSVILLE & INDIANAPOLIS—			
Mileage	156	156	156
4th week June	$6,556	$7,437	$6,780
Month	21,882	23,127	21,354
Fiscal year	324,505	278,428	308,054
EVANSVILLE & TERRE HAUTE—			
Mileage	167	167	167
4th week June	$30,108	$24,678	$26,008
Month	96,631	81,955	83,737
Fiscal year	1,234,996	1,015,430	1,066,288
FORT WORTH & RIO GRANDE—			
Mileage	146	146	146
4th week June	$6,977	$5,126	......
INTERNATIONAL & GREAT NORTHERN—			
Mileage	775	775	775
4th week June	$52,330	$61,510	$63,605
Month	197,300	201,950	217,377
Fiscal year	4,096,226	3,993,126	3,174,540
IOWA CENTRAL—			
Mileage	509	509	497
4th week June	$42,060	$40,068	$40,977
Month	149,883	134,716	133,344
From July 1	1,866,343	1,564,828	1,842,949
MEXICAN CENTRAL—			
Mileage	1,956	1,956	1,956
4th week June	$298,910	$309,418	$228,354
Month	1,077,491	1,007,101	736,374
From Jan. 1	6,647,914	6,564,049	4,835,261
MEXICAN NATIONAL—			
Mileage	1,219	1,219	1,219
4th week June	$151,377	$121,061	$106,910
Month	468,970	429,101	357,657
From Jan. 1	2,998,890	2,948,476	2,255,104
MINNEAPOLIS & ST. LOUIS—			
Mileage	370	370	370
4th week June	$52,009	$60,215	$47,899
Month	161,523	194,506	159,586
Fiscal year	2,232,926	2,006,503	2,028,297
NEW YORK, ONTARIO & WESTERN—			
Mileage	481	481	477
4th week June	$105,912	$115,776	$117,217
Month	312,955	337,389	357,486
Fiscal year	3,911,856	3,882,119	3,475,447
NORFOLK & WESTERN for May—			
Mileage	1,570	1,570	1,570
Gross earnings	$918,988	$897,771	$940,138
Net earnings	200,586	209,332	162,002
July 1, 1897, to May 31, 1898:			
Gross	10,411,351	9,695,421	
Net	3,146,953	2,432,329	
OREGON RAILROAD & NAVIGATION—			
Mileage	1,065	1,065	1,059
4th week June	$126,924	$104,083	$371,113
Month	537,622	416,434	......
Fiscal year	6,302,497	4,309,664	......
SOUTHERN RAILWAY (exclusive of Memphis Division)—			
Mileage	4,827	4,827	4,752
4th week June	$490,044	$415,784	$445,775
Month	1,589,128	1,432,935	1,362,911
From July 1	20,640,366	19,079,500	19,246,554
SOUTHERN RAILWAY (Memphis Division)—			
Mileage	331	331	331
4th week June	$32,175	$31,455	......
Month	94,338	106,449	......
From July 1	1,548,708	1,360,601	......
TEXAS & PACIFIC—			
Mileage	1,499	1,499	1,499
4th week June	$132,889	$123,869	$119,243
Month	421,373	417,854	387,608
From Jan. 1	3,521,181	3,050,475	2,844,629
WABASH—			
Mileage	1,936	1,936	1,936
4th week June	$334,392	$288,265	$297,407
Month	1,081,159	948,577	980,148
Fiscal year	13,198,458	11,526,422	12,807,734
OREGON SHORT LINE for May—			
Gross earnings	554,312	493,842	456,100
Op. expenses	280,417	227,723	213,906
Net earnings	273,895	266,119	232,194
From July 1 to May 31—			
Gross earnings	5,715,755	5,189,768	
Net earnings	2,408,703	1,933,359	
PEORIA & EASTERN for May—			
Gross earnings	161,532	145,842	140,716
Op. ex. and taxes	124,724	124,872	115,456
Net earnings	36,808	20,470	25,260
Int. and rentals	36,801	36,801	36,801
Surplus	7	*16,332	*11,541
From July 1—			
Gross earnings	1,721,098	1,501,718	1,751,184
Net earnings	448,301	310,028	425,503
Surplus	43,483	*94,795	20,685
*Deficit.			
UNION PACIFIC for May—			
Gross earnings	1,364,994	1,242,709	1,109,913
Op. expenses	755,249	886,915	720,115
Net earnings	589,744	355,793	389,798
Prop. exp. to gross	55%	71%	64%
From Jan. 1—			
Gross earnings	6,285,133	5,475,900	5,032,975
Net earnings	2,513,424	1,596,898	1,660,306

BOSTON STOCK MARKET.

BOSTON, July 6.—Boston had a dull market, and hardly any feature resulted from the trading. Some liquidating sales depressed Pullman somewhat from the highest, while Osceola was heavy under continued selling, based presumably on the disappointment with developments on the Calumet Conglomerate. It got down to 45½, rallying to 46. Other copper shares were neglected, as was pretty much everything. A rise of ¼, to 110½, in Chicago, Burlington and Quincy convertible 5s may be mentioned.

General Electric preferred was 1½ lower, at 93½; New Haven and Hartford, ½ lower, at 189½. It was about as dull a market as we have had thus far this year, with no energy or snap whatever. Traders do not care to trade, and commission business is exceedingly light.

Closing bid and asked:

Railroad Companies.

	Bid.	Asked.
Boston & Albany	223	225
Boston & Lowell	220	
Boston & Maine	163	164
Boston & Providence	275½	
Chicago Junction & Stock Yards	117	117½
Chicago Junction & Stock Yards pf.	116	118
Fitchburg pf.	99	99½
Maine Central	127	..
Old Colony	192	
Oregon Short Line	29	31
West End	84¾	85
West End pf.	104	105

Mining Companies.

	Bid.	Asked.
Aetna, quicksilver	..	4
Allouez	4½	4¾
Arnold	14¾	14½
Atlantic	29½	29¾
Boston & Cripple Creek	..	.30
Boston & Montana	204¾	205½
Butte & Boston	24⅜	24¾
Calumet & Hecla	565	575
Centennial	14½	15
Franklin	12¾	13½
Gold Coin Mines	.90	1⅛
Napa, quicksilver	7	..
Osceola	46¼	46⅜
Quincy	114	115
Santa Ysabel	5	..
Tamarack	155	157
Tecumseh	..	2½
Wolverine	21¼	21¾

Miscellaneous.

	Bid.	Asked.
American Bell Telephone	274	275
Dominion Coal	22½	22¾
Dominion Coal pf.	..	108¾
Edison Electric Illuminating	162	165
Erie Telephone	68	69
General Electric	39¾	40
General Electric pf.	93	95
Illinois Steel	56¾	57¾
Lamson Cons. Store Service	20	21
New England Telephone	130	132
Philadelphia Company	31	32
Pullman Palace Car	208½	209
United States Oil	15⅛	15½
United States Rubber	24	25
Westinghouse Electric	24	25
Westinghouse Electric pf.	53½	54¾

Unlisted Securities.

	Bid.	Asked.
Merced Gold Mining	4¼	4½
Old Dominion Copper Mining	23	23½

RAILWAY STATEMENTS.

The following railways reporting yesterday gross earnings for the fourth week in June showed increases:

Chicago Great Western	$13,858
Evansville & Terre Haute	5,430
Fort Worth & Rio Grande	1,851
Iowa Central	1,992
Mexican National	30,316
Oregon Railroad & Navigation	22,841
Southern Railway	74,260
Southern Railway, Memphis Division	720
Texas & Pacific	9,020
Wabash	46,127

⁂

The following showed decreases:

Alabama Great Southern	$2,310
Baltimore & Ohio Southwestern	17,284
Cleveland, Lorain & Wheeling	6,735
Evansville & Indianapolis	881
International & Great Northern	9,180
Mexican Central	10,508
Minneapolis & St. Louis	8,206
New York, Ontario & Western	9,864

BIDS FOR BANK STOCKS.

America	343	Lincoln National	750
Central National	160	Mechanics & Tr'd's'	117
Chatham	290	Mercantile	164
Commerce	200	New York County	800
Continental	125	Nat. Bank of N. A.	135
Garfield National	950	Park	290
German-American	112	Seaboard National	175
Greenwich	165	West Side	275
Irving	147½	Western National	150

There was a sale of 5 shares of Republic at 155½.

FINANCIAL.

THE STATE TRUST CO.,
100 BROADWAY.
Capital and Surplus, $1,800,000
FRANCIS S. BANGS, President.
W. A. NASH, Vic President.
M. S. DECKER, Sec'y. H. M. FRANCIS, Treas.
H. B. BERRY, Trust Officer.

NEW AMSTERDAM GAS
SECURITIES DEALT IN.
DAVID PFEIFFER, 18 Wall St.

DIVIDENDS.

Seamen's Bank For Savings,
74 and 76 Wall Street.
The Trustees have ordered that interest be paid to depositors entitled thereto under the by-laws, and in accordance with the savings banks laws, for the six months ending June 30, 1898, as follows:
On accounts not exceeding three thousand dollars at the rate of FOUR PER CENT. per annum.
On accounts larger than three thousand dollars and which exceeded said amount prior to the limitation of deposits by statute, at the rate of TWO AND A HALF PER CENT. per annum.
Payable on and after Monday, July 18, 1898.
WILLIAM C. STURGES, President.
DANIEL BARNES, Cashier.
New York, June 22, 1898.

The Lake Shore and Michigan Southern Railway Co.
Treasurer's Office, Grand Central Depot.
New York, June 22d, 1898.
THE BOARD of DIRECTORS of this Company have declared a Semi-annual Dividend of THREE AND ONE-HALF PER CENT. on its Capital Stock, payable at this office on Friday, the 29th day of July next, to the Stockholders of record at 3 o'clock P. M. on Thursday, the 30th instant, at which time the transfer books will be closed, to be re-opened on the morning of Thursday, the 14th day of July next.
E. D. WORCESTER, Treasurer.

The Michigan Central Railroad Company.
Treasurer's Office, Grand Central Station.
New York, June 22d, 1898.
THE BOARD of DIRECTORS of this Company have declared a Dividend of TWO PER CENT. upon its Capital Stock, payable at this office on Friday, the 29th day of July next, to Stockholders of record at 3 P. M. on Thursday, the 30th day of June, at which time the Transfer Books will be closed. The books will be re-opened on the morning of Thursday, the 14th day of July next.
D. A. WATERMAN, Treasurer.

Central Railroad Co. of New Jersey.
143 Liberty St., New York, July 6th, 1898.
A dividend of ONE PER CENT. has this day been declared, payable August 1st, to stockholders of record at the close of business July 15th. The transfer books will be closed from 3 P. M. of Friday, July 15th, till the morning of Friday, July 22d.
J. W. WATSON, Treasurer.

The Tradesmens National Bank,
Wool Exchange Building, West Broadway and Beach Street.
FIFTY-EIGHTH DIVIDEND.
New York, July 1st, 1898.
The DIRECTORS have this day declared a dividend of TWO PER CENT., free of tax, payable on demand.
JAMES W. CLAWSON, Cashier.

THE PROCTER & GAMBLE COMPANY,
Cincinnati, Ohio, June 21st, 1898.
The Directors of this Company have this day declared the regular quarterly dividend of TWO PER CENT. on the Preferred Stock of the Company, payable on and after July 15th. The transfer books will be closed from July 1st, to July 15th, inclusive.
D. B. GAMBLE, Sec'y.

The Mechanical Rubber Company,
22 Murray Street, New York, June 23, 1898.
Coupons due July 1, 1898, on the First Mortgage Gold Bonds of this company will be paid upon presentation on and after that date at the office of the Knickerbocker Trust Company, 66 Broadway, New York.
WILLIAM T. BAIRD, Treasurer.

NINETY-EIGHTH DIVIDEND.
Citizens' Insurance Company,
No. 156 Broadway,
New York, July 6, 1898.
A dividend of four per cent. (4%) is payable on demand.
F. M. PARKER, Secretary.

Commonwealth (Fire) Insurance Co. of New York.
The Directors have declared a DIVIDEND of THREE PER CENT. upon the Capital Stock, payable July 6th, 1898.
CHAS. S. BARTOW, President.

MEETINGS AND ELECTIONS.

The State Bank,
378 Grand St.
The annual election for Directors of this Bank will be held at the Bank on Monday, July 11th, 1898. Polls will be open from three to four o'clock P. M.
J. H. ROSENBAUM, Cashier.

SAVINGS BANKS.

HARLEM SAVINGS BANK,
2,279 AND 2,281 THIRD AVE., COR. 124TH STREET.
THE TRUSTEES DIRECT THAT THE USUAL SEMI-ANNUAL DIVIDEND BE PAID ON ALL DEPOSITS ENTITLED THERETO AT THE RATE OF FOUR PER CENT. PER ANNUM ON ALL SUMS FROM $5 TO $1,000 AND THREE PER CENT. PER ANNUM ON THE EXCESS TO $3,000, PAYABLE ON OR AFTER JULY 18. MONEY DEPOSITED ON OR BEFORE JULY 10TH WILL DRAW INTEREST FROM JULY 1ST.
L. HOMER HART, Secretary.
CHAS. B. TOOKER, President.
June 14, 1898.

One Hundredth Semi-Annual Dividend
INSTITUTION FOR THE SAVINGS OF MERCHANTS' CLERKS.
No. 20 UNION SQUARE.
A Dividend for the six months and three months ending June 30, 1898, has been declared to all depositors entitled thereto under the by-laws, at the rate of **Three and One-half Per Cent. Per Annum** on sums from $5 to $3,000, payable on and after July 18, 1898.
Money deposited before July 10 will draw interest from July 1. Deposits are received from all persons and not exclusively from merchants' clerks.
Bank open daily, holidays excepted, from 10 A. M. to 3 P. M. Saturdays from 10 A. M. to 12 noon.
FRANK M. HURLBUT, President.
JAMES M. CONSTABLE, EDWARD M. TOWNSEND, } Vice Presidents.
GEORGE G. WILLIAMS, Treasurer.

DRY DOCK SAVINGS INSTITUTION,
341 and 343 BOWERY, NEW YORK.
The Trustees have declared a dividend for the six months ending June 30, 1898, on all deposits entitled thereto under the by-laws at the rate of Three and One-half per cent. per annum on all sums not exceeding Three Thousand Dollars, payable on and after July 18, 1898.
Deposits made before July 10 will be entitled to interest from July 1, 1898.
ANDREW MILLS, President.
CHARLES MIEHLING, Secretary.
WILLIAM F. PATTERSON, Assistant Secretary.

METROPOLITAN SAVINGS BANK
1 AND 3 THIRD AVE. (Opp. Cooper Institute.)
CHARTERED 1852. 90TH DIVIDEND.
NEW YORK, June 14th, 1898.
INTEREST FOR THE HALF YEAR ENDING JUNE 30TH, 1898, at the rate of
FOUR PER CENT. PER ANNUM,
will be credited to depositors entitled thereto under the by-laws of the bank on sums from $5 to $3,000. INTEREST PAYABLE JULY 20th, 1898.
MONEY DEPOSITED on or before July 9th will draw interest from July 1, 1898.
WM. BURRELL, Pres't.
JONATHAN B. CURREY, Sec'y.

THE FRANKLIN SAVINGS BANK.
656 and 658 Eighth Av., cor. 42d St.
SEVENTY-SIXTH SEMI-ANNUAL DIVIDEND.
On and after July 18th, 1898, interest at the rate of THREE AND ONE-HALF PER CENT. PER ANNUM will be paid to depositors entitled thereto on all sums of $5 to $3,000. Money deposited on or before the 10th of July will draw interest from the 1st. Bank open from 10 A. M. to 3 P. M. daily and from 6 to 8 P. M. on Monday. Closes at 12 M. on Saturday.
ASSETS, $8,021,467.93. SURPLUS, $769,425.68
WM. G. CONKLIN, Sec. A. TURNER, Pres.

THE NEW YORK SAVINGS BANK,
8TH AV., COR. 14TH ST.
The trustees have ordered that the interest to be credited to depositors July 1, 1898, shall be at the rate of FOUR PER CENT. PER ANNUM on all sums from $5 to $3,000. Deposits made before July 10 will draw interest from July 1.
FREDERICK HUGHSON, President.
RUFUS H. WOOD, Treasurer.
WILLIAM FELSINGER, Secretary.

LOST AND FOUND.

New York, June 22d, 1898.
LOST.—Draft—Notice is hereby given that a certain draft, No. 3,485, directed to and drawn on The National Bank of the Republic of New York for the sum of Four hundred ninety ($490.08) Dollars and eight cents, dated March 23d, 1898, payable to the order of E. Jossman & Son, signed E. Jossman, which said draft was duly certified by the said The National Bank of the Republic of New York, has been lost or destroyed.
All persons are cautioned against negotiating the said draft.

NEW YORK STOCK EXCHANGE.

Complete Transactions in Stocks—Wednesday, July 6, 1898.

—Closing.— Bid.	Asked.	Sales.		First.	High.	Low.	Last.	Net Change.
99	102	20	Adams Express	101	101	101	101	......
74	75	40	Am. Cotton Oil pf.	75	75	75	75	......
..	26½	100	Am. Malting Co.	27	27	27	27	+1
13⅜	13½	750	American Spirits Mfg.	13½	13⅝	13⅛	13⅝	−⅛
86¾	87½	460	Am. Spirits Mfg. pf.	86	86¾	85½	86¾	+⅛
130½	130⅝	30,280	Am. Sugar Ref. Co.	130¾	130⅞	129⅝	130⅜	−¼
..	..	65	Am. Sugar Ref. Co. pf.	112⅝	113¾	112⅝	113¾	......
121½	121⅝	14,060	American Tobacco	120½	122¼	120½	121⅝	+¾
119	123	248	Am. Tobacco pf.	120	122	120	122	+1⅛
35½	37	6	Ann Arbor pf.	35¼	35¼	35¼	35¼	......
13⅛	13⅜	710	At., T. & S. F.	13⅛	13¼	13⅛	13¼	−⅛
33½	33⅝	4,855	At., T. & S. F. pf.	34	34	33⅝	33⅝	−⅛
14⅞	15	225	Baltimore & Ohio	14⅝	14⅝	14½	14½	−¼
3½	3⅝	300	Bay State Gas	3½	3½	3½	3½	−⅛
54⅞	55⅛	15,425	Brooklyn Rapid Tran.	54⅞	55¾	54¼	55⅛	−⅛
..	..	14	Bur., C. R. & North.	75	75	75	75	......
52	52½	519	Canada Southern	52	52¾	52	52¾	+¾
22¾	23	450	Chesapeake & Ohio	23	23	22⅝	22⅝	−⅜
105¼	105⅜	9,625	Chi., Bur. & Quincy	106	106	105	105⅝	−⅜
14¼	14½	277	Chicago Great West.	14½	14½	14½	14½	+⅛
99⅛	99¼	6,820	Chi., Mil. & St. Paul	99⅞	99⅞	98⅝	99⅛	−⅜
149	150	20	Chi., Mil. & St. P. pf.	149	149	149	149	......
125	125½	514	Chicago & Northw.	126	126	125	125	−¾
95⅞	96⅛	8,155	Chi., Rock Isl. & Pac.	96¾	96¾	95¼	96	−¼
40⅞	41¼	1,060	C., C., C. & St. L.	41½	41½	41	41	−¼
..	..	20	C., C., C. & St. L. pf.	88½	88½	88½	88½	......
14⅜	14⅞	500	Cleve., Lor. & Wheel.	14¾	14¾	14¾	14¾	......
¼	⅜	100	Col. Coal & Iron Dev.	⅜	⅜	⅜	⅜	−⅛
5	6½	100	Col. & Hock. Coal	5¾	5¾	5¾	5⅝	−⅛
196	198	302	Consolidated Gas	198⅞	198⅞	196	196	−2
36¾	37	125	Consolidated Ice	37	37	37	37	−½
88½	89½	50	Consolidated Ice pf.	90	90	90	90	......
157	158	47	Del., Lack. & West.	156½	156½	156½	156½	......
50⅝	50⅞	840	Denver & R. G. pf.	51	51	50½	50⅝	−⅞
15½	17	100	D. M. & Ft. Dodge	16⅛	16⅛	16⅛	16⅛	−1⅝
131	135	15	Ed. Elec. Ill. of N. Y.	130	130	130	130	......
13⅝	13¾	217	Erie	13⅝	13⅝	13⅜	13⅝	−⅛
40	40½	4,250	General Electric	40½	40½	39¾	39⅞	......
23¼	24½	200	Hawaiian Sugar	23	23¼	23	23¼	−¾
105½	106	803	Illinois Central	105½	106	105½	106	+¼
57	57¾	252	Illinois Steel Co.	57	57	56½	57	−1
15½	16	200	K. C., Pitts. & Gulf	15⅝	15⅝	15½	15½	−¼
50	51	200	Laclede Gas	50	50	50	50	−¾
90	92	100	Laclede Gas pf.	92	92	92	92	......
70	71	30	L. E. & West. pf.	70¼	70¼	70¼	70¼	......
50	51	100	Long Island	50	50	50	50	......
53⅝	53¾	3,640	Louisville & Nashville	53⅝	53⅝	53¼	53⅝	+½
105⅛	105¼	5,715	Manhattan Con	105	105¼	104	105¼	+⅜
159	159½	3,200	Metropolitan St. Ry.	159	159	157½	159	−½
104	106	100	Michigan Central	104	104	104	104	......
11⅛	11½	100	Mo., Kan. & Texas	11⅛	11⅛	11⅛	11⅛	−⅛
33¾	34	1,000	Mo., Kan. & Tex. pf.	34	34	33¾	34	−½
34¾	35	1,885	Missouri Pacific	35	35	34⅝	34⅝	−⅜
33¾	34	125	National Lead Co.	33½	33½	33½	33½	−⅞
106⅞	107½	165	National Lead Co. pf.	107	107	107	107	+½
92	92½	2,767	New Jersey Central	93	93	91½	92⅜	−1⅛
115⅝	115⅞	1,200	New York Central	115⅞	116¼	115⅝	115⅞	−⅞
51½	51⅞	800	Norfolk & West. pf.	52	52	51½	51½	......
6½	6⅝	3,660	North American	6	6⅝	6	6⅜	+¾
29⅜	29½	3,011	Northern Pacific	29¾	29¾	29¼	29⅜	−¼
69⅝	69¾	3,515	Northern Pacific pf.	69⅞	69⅞	69⅜	69¾	......
15	15¼	1,014	Ontario & Western	15	15	14⅞	15	−⅛
28½	29¼	400	Pacific Mail	29	29	28¾	28¾	−⅜
116⅛	116⅜	1,296	Pennsylvania R. R.	116	116¼	115⅝	116¼	+½
3½	5	75	Peoria & Eastern	4	4	3½	3½	......
98½	98¾	12,795	People's Gas, Chicago	99⅜	99⅜	97⅞	98¾	−⅞
43	44	400	Pitts., C., C. & St. L.	43⅝	44¼	43⅝	43¾	−¾
63	64	300	P., C., C. & St. L. pf.	65	65	64	64	−1
208½	209	715	Pull. Pal. Car Co.	209¼	209¼	208	208¼	−1⅜
18⅞	19⅛	100	Reading	18⅞	18⅞	18⅞	18⅞	−¾
45¾	46¼	600	Reading 1st pf.	45⅞	46	45¼	46	+¼
22⅝	23	20	Reading 2d pf.	22⅞	22⅞	22⅞	22⅞	......
58	61	151	St. J. & G. I. 1st pf.	59	59	59	59	−1½
61	62	200	St. L. & S. F. 1st pf.	61	61	61	61	−1½
28½	28¾	400	St. L. & S. F. 2d pf.	28⅝	28⅝	28½	28½	+⅝
5	5¼	300	St. Louis Southw.	5	5	5	5	......
..	..	100	St. Paul & Duluth	18⅛	18⅛	18⅛	18⅛	−2⅞
145	147	639	St. Paul, Minn. & Man.	144	145	144	145	+2
77	77¾	100	St. Paul & Omaha	77	77	77	77	+⅝
18½	19⅛	200	Southern Pacific	19¼	19¼	19	19	......
30¼	30⅜	750	Southern Railway pf.	30⅜	30½	30	30¼	......
5⅜	6⅛	10	Standard R. & T.	5⅝	5⅝	5⅝	5⅝	......
25¼	25⅜	880	Tenn. Coal & Iron	25	25¼	25	25¼	−⅜
12	12¼	200	Texas Pacific	12⅛	12⅛	12	12	−⅝
174	178	200	Third Avenue	176	176	175	175	−3
23⅝	23¾	1,550	Union Pacific	24	24	23⅝	23⅝	−⅜
59⅝	59¾	5,254	Union Pacific pf.	59⅞	59⅞	59⅜	59⅝	−¼
6⅝	6¾	900	U. P., D. & G., t. r.	6⅜	6¾	6⅜	6⅝	......
7⅛	7½	450	United States Leather	7⅛	7⅛	7⅛	7⅛	......
66	66¼	907	U. S. Leather pf.	66¼	66¼	65⅞	66¼	−⅛
24¼	24⅜	150	United States Rubber	24½	24½	24¼	24¼	−⅛
87½	88	565	U. S. Rubber pf.	88½	88½	88	88	−⅞
18⅝	19¼	175	Wabash pf.	18⅝	18¾	18⅜	18⅜	−⅛
92½	93¼	500	West Chicago Street	93⅜	93⅜	93⅛	93⅜	−¼
92⅝	93	3,307	Western Union Tel.	92⅞	92⅞	92½	92⅝	−¼
1⅜	1⅝	620	W. & L. E., $1 as. pd.	1½	1½	1⅜	1½	......
8⅝	9¼	460	W. & L. E. pf., $1 as. pd.	9	9¼	8½	8⅝	−⅝
Sales		170,615						

Complete Bond Transactions.

Bond	Price
Adams Express Co 4s	
1,500	99
4,000	99
Am Tobacco Co scrip	
600	93
At, Col & Pac 1st, Trust Co certfs	
5,000	59
7,000	60
At, T & S F adjst 4s	
3,000	68
10,000b3	68
25,000	67⅞
2,000	67¾
500	67⅝
500	67½
500	67½
78,000	67¾
Gen 4s	
5,000	93½
61,000	93⅝
56,000	93¾
10,000	93⅝
500	93⅞
500	93¾
500	93⅝
Balt & Ohio 5s, 1885-1925	
7,000	114¼
Eng certfs	
1,000	108½
18,000s3	108½
B & O con 5s, 1988	
125,000	112½
Balt & Ohio 1st, Parkersburg Branch	
12,000	110
Brooklyn Elev 1st, Trust Co certfs	
2,000	93
Brooklyn R T 5s	
2,000	108¾
14,000	104
Bklyn W & W Co 5s	
4,000	93⅞
Buff, R & P G M 5s	
3,000	105½
Canada Southern 2d	
5,000	109⅛
Cent Ga Ry con 5s	
4,000	87
Cent Ga Ry 1st inc	
2,000	39¾
Cent Ga, Mob Div 5s	
9,000	98
10,000	99
Ches & Ohio, R & A Div, 1st cons 4s	
1,000	102
Ches & Ohio gen 4½s	
6,000	83½
2,000	83¼
10,000	83⅜
1,000	83½
1,000	83⅜
Ches & Ohio con 5s	
1,000	114½
3,000	114¾
Chi, B & Q, Iowa Div 4s	
1,000	100½
Chi G L & C Co 1st	
2,000	104
Chi, M & St Paul gen 4s, Series A	
1,000	104
Chi, M & St Paul cons 7s	
10,000	144
Southern Minn Div	
1,000	118
Chi & N W S F 6s	
2,000	118
Chi, R I & P deb 5s	
1,000	107½
Chi, R I & P gen 4s	
2,000	103⅝
Chi Term Trans 4s	
5,000	86
5,000	85¾
C, C, C & Ind 1st	
5,000	103¼
Den & Rio Grande 4s	
3,000	93
Den & R G Imp 5s	
1,000	92
Detroit City Gas 5s	
3,000	92¾
5,000	92½
10,000	92⅝
Erie 4s prior bonds	
7,000	90¾
Erie gen lien 3-4s	
6,000	73½
Evans & T H gen 5s	
3,000	86½
Total sales	
Flint & P M 5s	
1,000	93
Ft W & D C 1st	
31,000	75
Gal, Har & San An, Mex & Pac Div 5s	
5,000	94¼
5,000	94½
Hous, E & W Tex 5s	
3,000	91
Ill Cent 4s, 1953	
10,000	101½
4,000	101⅝
27,000	101½
Iowa Central 1st 5s	
2,000	101
Kan City, P & Gulf 1st	
5,000	68¾
15,000	68½
Kings Co Elev 1st	
6,000	50
3,000	51
3,000	51½
Louis & Nash unified gold 4s	
10,000	88⅝
1,000	88½
25,000	88⅝
Louis & Nash 5s	
1,000	103¾
Manhattan Ry con 4s	
3,000	95
Metropolitan Elev 1st	
3,000	116
Met St Ry gen 5s	
27,000	113⅞
Mexican Inter 1st 4s	
5,000	75⅜
4,000	75⅝
Mil, L S & W 1st	
5,000	135
Mo, K & East 1st	
2,000	99¼
1,000	99⅜
2,000	99½
Mo, K & T 1st 4s	
1,000	89¾
5,000	89⅞
20,000	90
Mo, K & T 2d	
9,000	63½
Mo, K & T of T 5s	
10,000	83
11,000	82½
Mo Pac 1st cons	
10,000	103
Mobile & Ohio gen 4s	
500	78
Mobile & Ohio, Montgomery Div 5s	
2,000	99¾
Morris & Essex 1st	
2,000	140
Nash, C & St L con	
1,000	102½
N Y Central & Hudson, Lake Shore col 3½s	
11,000	94¾
Mich Cent col 3½s	
53,000	92½
4,000	92¾
N Y Cent & H 3½s reg	
5,000	104⅛
N Y, C & St L 4s	
8,000	106
N Y, O & W con 5s	
7,000	106⅛
N Y, S & W G M	
5,000	92¼
7,000	93
10,000	92½
2,000	93
Norf & W Ry con 4s	
6,000	81¾
Nor Pac gen lien 3s	
11,000	62½
1,000	62⅝
5,000	62½
1,500	62⅝
500	62½
1,000	62⅝
500	62½
Nor Pac Ry prior lien 4s	
3,000s20F	98¾
7,000	98⅝
15,000	98
500	97½
Ohio & Miss 2d	
10,000	120
Oregon R & N 4s	
4,000	95¾
Oregon Short Line 6s	
2,000	126½
Ohio & Miss 1st, Springfield Div	
2,000	104½
Oregon S L, inc B & col trust	
8,000	58
Pac Coast 1st 5s	
13,000	102⅞
Pitts, Shen & L E 1st	
11,000	107½
Pitts & West 1st	
54,000	87
10,000	88
5,000	87¼
Pitts & West 5s	
10,000	47½
Reading Co gen 4s	
2,000	84¼
6,000	84⅜
4,000	84¼
Rio Grande West 1st	
8,000	89
8,000	89¼
St L & Iron Mt gen 5s	
1,000	95¾
16,000	96
7,000	96⅛
St L & San Fran 4s	
1,000	78
St L & S F G M 6s	
2,000	118
4,000	117¾
St L S W 1st	
6,000	76
St P, M & M, Montana ext 4s	
2,000	99¾
St P, M & M cons 6s, reduced to 4½s	
1,000	106¼
San An & Ar Pass 4s	
2,000	65
20,000	64½
33,000	64⅞
So Pac of Ariz 1st	
7,000	106½
So Pac of Cal 5s consld	
6,000	98½
Southern Ry 1st 5s	
4,000	93⅝
5,000	93¾
Standard R & T 6s	
1,000	70
Tex & N O cons 5s	
11,000	96½
4,000	96¾
Tex & Pac 1st 5s	
5,000	105½
Tex & Pac 2d inc	
3,000	40¼
83,000	40
Tol & O C 5s, West Div	
7,000	103
Union Pacific 4s	
55,000	97
10,000	96⅞
14,000	97
5,000	96⅞
7,000	96¾
1,000	96⅞
20,000	96¾
1,000	96⅞
30,000	96¾
89,000	96⅞
500	96⅞
28,000	96⅞
Union Pacific col tr 4½s, Trust Co certfs	
5,000	48¼
U P, D & G 1st, Trust Co certfs	
17,000	62¾
10,000	62⅝
12,000	62½
5,000	62¼
8,000	62½
U S Leather Co 6s	
2,000	114½
Wabash 1st 5s	
[illegible]	110
2,000	110¼
3,000	110
Wabash 2d 5s	
5,000	86¼
West Shore gtd 4s	
4,000	108¼
5,000	108⅜
W N Y & P 1st	
2,000	108
Wis Central Co 1st, Tr Co certfs	
5,000	41½
	$1,761,100

CONSOLIDATED EXCHANGE.

STOCKS.

Sales.		Open.	High.	Low.	Close.
100	Am. Sp. Mfg.	13¼	13½	13¼	13½
20,590	Am. Sug. Refs.	130½	130⅞	129⅝	130⅜
3,280	Am. Tobacco	120½	122⅜	120⅜	121⅝
550	At., T. & S.F. pf.	33¾	33⅞	33⅝	33⅝
1,950	B'klyn R. T.	54⅞	55⅝	54¼	55⅛
40	Bay State Gas	3½	3½	3½	3½
2,780	Chi., B. & Q.	105⅞	105⅞	105	105⅝
6,900	C., M. & St. P.	99⅝	99⅞	98⅝	99⅛
8,210	Chi., R. I. & P.	96	96⅝	95¼	95⅞
10	Chi. Great West.	14½	14½	14½	14½
60	Chi. & N. W.	125⅞	125⅞	125⅞	125⅞
750	Cent. of N. J.	92⅞	93	91½	92⅜
3	C., C., C. & St. L.	40⅞	40⅞	40⅞	40⅞
930	Gen. Electric	40⅛	40⅛	39¾	39⅞
290	Louis. & Nash.	53⅝	53⅝	53¼	53⅝
790	Manhattan	105	105¼	104	105¼
210	Missouri Pacific	35	35	34⅝	34⅝
10	Mo., K. & T. pf.	33⅞	33⅞	33⅞	33⅞
50	North American	6¼	6⅝	6¼	6⅝
120	Northern Pacific	29¾	29¾	29½	29⅝
330	Nor. Pacific pf.	69⅞	69⅞	69½	69½
150	Pacific Mail	29	29	28¾	28¾
2,770	People's Gas	99¼	99⅜	97⅞	98⅞
450	Reading	18⅞	18⅞	18⅞	18⅞
50	Southern pf.	30⅜	30½	30	30¼
110	Tenn. C. & I.	25	25¼	25	25¼
10	Union Pacific	23⅝	23⅝	23⅝	23⅝
210	Union Pacific pf.	59⅞	59⅞	59⅜	59⅝
10	U. S. Leather pf.	66¼	66¼	66¼	66¼
440	Western Union	92⅞	92⅞	92½	92⅝
46,065					

BONDS.

Sales.		Open.	High.	Low.	Close.
$10,000	A., T. & S.F. adj.	67⅞	67⅞	67⅞	67⅞
10,000	Union Pac. 4s.	96¾	97	96¾	97
10,000	U.P.,D. & G. 1st	62⅝	62⅝	62½	62½
$30,000					

CHICAGO QUOTATIONS.

CHICAGO, July 6.—Chicago City Railway was strong again, at 265. Biscuit common opened at 29¾, declined to 29¼, advanced to opening price, and closed at 29⅝. The preferred opened at 90½ and went to 90¾, but some sold at the close for 92. West Chicago was again active. It opened at 92½, and went easily to 93 for regular and 93½ account. North Chicago sold sparingly at 215@214½@214¾ account. Diamond Match at 136. Metropolitan Elevated 5 per cent. bonds, 54½. Steel and Wire common, 37; preferred, 91. Settlements:

American Strawboard	25
C. & Chi. C. & D. Co.	60½
Diamond Match Co. of Illinois	136
National Biscuit Co. com.	29¼
National Biscuit Co. pf.	90½
Chi. Brew. & Malt. Co.	7½
Chi. Brew. & Malt. Co. pf.	29
Mil. & Chi. Brew. Co.	6⅜
Mil. & Chi. Brew. Co. pf.	31
Chi. Pkg. & P. Co.	28¼
Chi. Pkg. & P. Co. pf.	48½
International Packing Co.	10
International Packing Co. pf.	25
N. Chi. St. R. R.	210
W. Chi. St. R. R.	93½
South Side El. R. R.	60⅜
Lake St. Elevated	12½
Lake St. El. tr. ctfs.	10
Street's W. S. C. Line	19

THE NEW YORK TIMES.
"All the News That's Fit to Print."

NEW YORK STOCK EXCHANGE.

Bid and Asked Quotations.

The following were the closing quotations for Government bonds and for stocks in which there were no transactions:

	Bid.	Ask'd.		Bid.	Ask'd.		Bid.	Ask'd.
2s, r., 1891	95		Com. Cable	175	180	National Starch	5½	7
4s, r., 1907	110¼	111¼	Consol. Coal	40		Nat. St. 1st pf.	65	80
4s, c., 1907	110½	111½	Del. & Hudson	109	111	Nat. St. 2d pf.	17½	30
4s, r., 1925	124½	125¼	Den. & R. G.	12	12¾	New Cent. C., new	35	45
4s, c., 1925	124¼	125¼	D. M. & Ft. D. pf.	80	..	N. Y. Air Brake	41	44
5s, r., 1904	112½	113½	Detroit Gas	63	65	N. Y. & N. H.	187	190
5s, c., 1904	112½	113⅛	Dul., S. S. & A.	2½	..	N. Y., C. & St. L.	12¾	14
Currency 6s, 1899	101½	..	D., S. S. & A. pf.	6	8	N. Y., C. & St. L. 1st pf.	65	73
Cherokee 4s, 1899	101	..	Eastern Elevator	..	60	N. Y., C. & St. L. 2d pf.	80	85
Dist. Col. 3-65s	116	..	E. E. L. of B'klyn	117	125	Norfolk So.	60	66
Albany & Sus.	180		Eighth Avenue	335	350	Nor. & West.	14	15
American Coal	120	140	Erie 1st pf.	35½	35¾	Ohio Southern	..	5
Am. Cotton Oil	20¼	21¾	Erie 2d pf.	17	18	Ont. Mining	3	5
Am. Dist. Tel.	23½	25	Ev. & T. H.	25½	26	Ore. R. & N.	49	51
Am. Express	127	132	Ev. & T. H. pf.	48	52	Ore. R. & N. pf.	70	73
Am. Malt. Co. pf.	..	76½	Ft. W. & R. G.	..	12	Oregon S. L.	28	31
Am. T. & C.	..	95	Gt. Nor. pf.	126	127	Penn. Coal	330	..
Ann Arbor	11	12	Green Bay & W.	30	40	Peo., Dec. & Ev.	1¼	1¾
B. & O. S. W. pf., new	5½	6½	Homestake	52	..	Pacific Coast	34	36
Boston A. L. pf.	104	108	Ill. Cent. l. l.	93	96	Pac. Coast 1st pf.	87	91
B'klyn Union Gas	122	124	Iowa Central	9⅛	9½	Pac. Coast 2d pf.	58	62
Brunswick City	10	11½	Iowa Central pf.	31	33	P., Ft. W. & C.	170	..
Buff., R. & P.	20	30	Joliet & Chicago	160	..	Pitts. & West. pf.	5	7
Buff., R. & P. pf.	64	66½	Kanawha & Mich.	5½	6½	Quicksilver	1½	2
Canadian Pacific	83¼	84¾	Keokuk & D. M.	4	5	Quicksilver pf.	5	8
Central Pacific	13⅝	13⅞	K. & D. M. pf.	17	19	Rens. & Saratoga	180	..
Chi. & Alton	158	..	Keokuk & West.	30	35	Rio Grande W.	26½	29
Chi. & Alton pf.	172	..	Kingston & Pem.	4¼	9¾	Rio G. W. pf.	66	68
Chi. & E. Ill.	57	58½	L. E. & W.	14	16	St. Jo. & Gr. Isl.	7	7⅞
Chi. & E. Ill. pf.	105	106½	Lake Shore	186½	189	St. Jo. & Gr. Isl. 2d pf.	20	21
Chi. Gt. W. pf., A	32	33½	Lake Shore certfs.	188	190	St. L. & San Fran.	7¼	7¾
Chi. Gt. W. pf., B	23	24	Manhattan Beach	3	6	St. L. S. W. pf.	10⅝	11¼
Chi. Gt. W. deb	71	..	Md. Coal pf.	48	51	St. P. & O. pf.	152	155
Chi., Ind. & L.	10	10⅝	Mexican Central	4½	5¼	Sil. bullion certfs.	59	59⅝
Chi., Ind. & L. pf.	30	31	Mex. Nat. certfs.	¾	1¼	Sixth Avenue	200	210
Chi. & N. W. pf.	171	173	Minn. & St. L.	28	29½	Southern Railway	8½	8¾
Chi. Term. Trans.	7½	8¼	M. & St. L. 1st pf.	89	90¾	Tol. & O. C.	..	25
Chi. Term. T. pf.	28	30	M. & St. L. 2d pf.	59	60¾	Tol. & O. C. pf.	..	45
Clev., L. & W. pf.	40	49	Minn., St. P. & S. S. M.	6	..	U. S. Express	40	44
Cleve. & Pitts.	170	..	Minn., St. P. & S. S. M. pf.	16	..	Wabash	7	7½
C. C. & I. Dev. pf.	1½	2½	Minn. Iron	71½	73½	Wells-F. Express	117	123
Col. Fuel & Iron	22	23	Mobile & Ohio	25½	27	Wis. Central	2	3
Col. F. & I. pf.	..	90	Morris & Essex	170½	173	Wis. Central pf.	3	8
Col. H. V. & T.	6	6½	Nat. Lin. Oil	16	17			
C., H. V. & T. pf.	21½	24						

PHILADELPHIA PRICES.

PHILADELPHIA, July 6.—The local market was weak and without any special feature. There was apparent a desire on the part of recent purchasers to part with their holdings, and as there was no support, little trouble was experienced is forcing prices down, the declines, however, being small. Union Traction on fairly good selling shaded off to 17⅞. Philadelphia Traction held fairly firm. Electric and People's 4s were higher at 87½. Consolidated Traction of New Jersey declined to 49½. Nearly all the industrial stocks were heavy and showed lower prices. Welsbach, after opening at 60¼, further dropped to 59½. It then rallied to 60¼. United Gas Improvement was weak after the first sales, and declined to 107⅞, around which figure it held for the remainder of the day. Pennsylvania Manufacturing acted in sympathy with the rest of the group, and fell to 17⅜. Marsden sold off fractionally. There was little done in the Choctaws, but the preferred rose from 38¼ to 38⅝. Pennsylvania moved up to 58. The close was steady at these prices:

	Bid.	Asked.
Lehigh Valley	21½	21¾
Nor. Pac. com. tr. ctfs.	29⅝	29¾
Nor. Pac. pf.	69⅜	69⅝
Pennsylvania	57⅞	58⅛
Reading tr. ctfs.	9⅜	9½
Reading 1st pf.	22¾	23
Reading 2d pf.	11¼	11½
St. Paul	99	99¼
Pa. Mfg. 5s pf.	17⅜	17½
Reading gen. 4s	84	84½
Elect. & P. 4s	87½	88
Equitable gen. 5s	105	105¼
Phila. Elect. 5s, tr. ctfs.	95	95½
Western N. Y. & P.	3⅝	3¾
Metropolitan Railway	159	159½
Philadelphia Traction	86⅞	87
Baltimore Consolidated	22½	23
Union Traction	17⅞	18
Electric Storage	28	29
Electric Storage pf.	30	31
Welsbach Light	60¼	61
United Gas Improvement	108	108½
New Jersey Traction	49	49½
Am. R. E. L.	3¼	4
Marsden	6½	6⅝
Choctaw	21½	21¾
Choctaw pf.	38	38½
Cons. T., Pitts.	14⅜	15
Cons. T., Pitts., pf.	48⅞	49⅛

AUCTION SALE OF SECURITIES.

The following sales of miscellaneous securities at auction were made by Adrian H. Muller & Son in the New York Real Estate salesroom yesterday:

By order of executors:

25 shares Chicago, Milwaukee and St. Paul Railway pf., $100 each; 148¼.

25 shares Oriental Bank, $25 each; 145.

For account of whom it may concern:

$11,000 Chicago, Milwaukee and St. Paul Railway Company, (Southern Minnesota Division,) first mortgage 6 per cent. bonds, due 1910, coupons January and July; 118⅝.

$15,000 Morris & Essex Railroad Company first consolidated guaranteed 7 per cent. bonds, due 1915, coupons June and December; 140⅝.

$5,000 Central Railroad Company of New Jersey general consolidated 5 per cent. gold bonds, registered, due 1987, interest January, April, July, and October; 105.

$10,000 Union Pacific Railroad Company first mortgage 4 per cent. bonds, due 1947, coupons January and July; 96⅝.

5 shares Union Trust Company, $100 each; 1,036.

10 shares Chatham National Bank, $25 each; 295.

14 shares Manhattan Company Bank, $50 each; 222½.

28 shares Farmers' Loan and Trust Company, $25 each; 984.

10 shares Western National Bank, $100 each; 156½.

25 shares Manhattan Life Insurance Company, $50 each; 380.

50 shares Mechanics and Traders' Bank, $25 each; 114.

$75,000 Little Falls and Dolgeville Railroad Company first mortgage 6 per cent. bonds; 35.

$75,000 Little Falls and Dolgeville Railroad Company second mortgage 6 per cent. bonds; 10.

1,000 shares Little Falls and Dolgeville Railroad Company; $100 lot.

MINING STOCK QUOTATIONS.

SAN FRANCISCO, July 6.—The official closing quotations for mining stocks to-day were as follows:

	Wednesday.	Thursday, June 30.
Alpha Con.	.02	
Andes		.01
Belcher		.03
Best & Belcher	.04	.08
Bullion	.14	.12
Caledonia		.01
Challenge Con.	.09	.16
Chollar	.10	.11
Confidence	.04	.03
Con. Cal. & Va.	.25	.21
Crown Point	.20	.16
Gould & Curry	.03	.04
Hale & Norcross	.08	.06
Justice	.50	.49
Kentuck Con.	.06	.05
Mexican		.04
Occidental Con.	.14	.08
Ophir	.55	.55
Overman	.18	.14
Potosi	.03	.08
Savage	.03	.03
Sierra Nevada	.14	.02
Silver Hill	.50	.44
Standard	.03	.03
Union Con.	1.50	*1.65
Utah Con.	.17	.15
Yellow Jacket	.02	.01
*Asked.	.13	.11

Silver bars, 58⅝; Mexican dollars, 46½@46¾; drafts, sight, 12½; telegraph, 15.

COLORADO SPRINGS, July 6.—Gardner & Co. report closing quotations as follows:

	Wednesday. Bid.	Asked.	Tuesday. Bid.	Asked.
Alamo	2⅜	3	2⅜	2⅞
Anaconda	40	50	40	50
Anchoria	76	79	77	79
Argentum	20	25	24	26½
Battle Mountain	28⅝	30	25	30
Consolidated	8½	8¾	8¼	8⅞
El Paso	8⅛	8½	8⅛	8⅜
Elkton	92½	92¾	91⅞	92
Gibson	19½	21½	20	21½
Gold Coin	94½	96	95¾	96⅞
Gold King	50	58	56	58
Golden Fleece	20	30	29	30
Garfield	12⅝	14	10½	13
Isabella	25	25¼	25	25¼
Jefferson	6	7½	5	7¼
Lillie	87½	88	86	88
Matoa	22½	22⅞	22	22½
Moon Anchor	93½	93⅝	93¼	93½
Pharmacist	5⅛	5⅜	5⅛	5⅜
Portland	116½	117	116⅛	116⅝
Rawlings	18¼	19¾	18⅛	19⅝
Rosa	11½	13	11½	13
Union	16½	16¾	16½	18⅜
Work	4½	4¾	4⅝	5

TREASURY BALANCES.

WASHINGTON, July 6.—To-day's statement of the condition of the Treasury shows:

Available cash balance	$217,938,469
Gold reserve	169,533,691
Net silver	10,567,785
United States notes in the Treasury	85,751,278
Treasury notes of 1890	2,434,670
Total receipts this day	1,607,812
Total receipts this month	6,204,779
Total expenditures this day	4,190,000
Total expenditures this month	10,705,000
Deposits in National banks	43,854,007
National bank notes received to-day for redemption	244,320
Government receipts from internal revenue	948,826
Customs	618,938
Miscellaneous	45,048

FINANCIAL ANNOUNCEMENTS.

A dividend of 10 cents per share will be paid by the New York and Honduras Rosario Mining Company, 18 Broadway, New York, on July 20.

On Aug. 15 Pullman's Palace Car Company will pay a regular quarterly dividend of $2 per share and a special dividend of $20 per share to its stockholders.

BUSINESS TROUBLES.

New York City.

NEW YORK LUMBER COMPANY.—Judgment for $11,728 was yesterday entered against the New York Lumber Company, a Florida corporation, in favor of the Produce Exchange Trust Company, on two notes of the company given in February last.

NEW YORK STATE WORKS.—An attachment for $3,833 has been issued against the New York State Works at One Hundred and Thirty-eighth Street and Third Avenue, in favor of Albert Martinez. A Deputy Sheriff served a copy of the attachment on a third party.

GEORGE LAHR, JR.—George Lahr, Jr., expressman of 42 Bleecker Street, has made an assignment for the benefit of his creditors to Albert I. Piercy. Patterson, Schulz & Fawcett, attorneys for the assignee, say that the liabilities are $3,700 and the nominal assets, $2,700.

BERKOWITZ, ELLIN & LEVIN.—Justice Pryor of the Supreme Court yesterday appointed Clifford W. Hartridge receiver for property and accounts transferred by Berkowitz, Ellin & Levin, dry goods dealers at 155 East Broadway, to A. Hurovitz, in a suit brought by the H. B. Claflin Company, a creditor, for $1,000.

TATE & MULLEN.—An attachment for $928.99 was yesterday issued against Tate & Mullen, soda water manufacturers at 403 West Thirty-seventh Street, in favor of Witterman Brothers for goods sold and delivered. The Sheriff is now in possession. The firm had been in existence but a short time. Tate had formerly been in the bottling business at 310 East Ninety-first Street and was also President of the Tate Mineral Water Company.

Out of Town.

ELI CAHN.—An attachment for $2,594 has been issued against the property in this city of Eli Cahn, clothing merchant of Kansas City, Mo., in favor of the Sinsheimer-Levenson Company.

Judgments.

The following judgments were filed yesterday, the first name being that of the debtor:

A. F. ENGELHARDT COMPANY—Julius Rayner	449
ARRIGONI, Arrigo—P. Adda	378
ALGER, Byron—J. Harmon	181
BARROW, Henry C.—Richard A. Link	559
BROWN, Hezekiah P.—Hanson & Parker, Limited	2,242
BRITTON, Helen M.—John H. Clapp	2,070
BYRNES, John—The United States Leather Company, (costs)	154
BACH, Albert—F. Staats	95
BIBER, Sigmund—H. Kantrowitz Company	118
BRAINSBY, John W.—Elizabeth H. Davidson	369
COUTANT, Charles A.—Sidney W. Rice	15,841
CHALFIN, Jane V., executrix, &c.—John A. Beall, trustee, &c.	107,604
CONYNGHAM, Annie—E. Rallings	72
COONEY, Mathew—H. Weiller	217
CALLAHAN, Michael J.—Consolidated Ice Company	126
CROSS, William—Mount Morris Bank	96
CHRYSTIE, John A., and Samuel M. Janney—Niagara Bank of Buffalo	645
DOLGE, Alfred—John A. Roebling's Son Company	3,731
DOLGE, Alfred—National Park Bank	1,949
DEL PINO, Gaspar—G. Gatto	288
DI LALLA, Joseph, and Leopold Grasso—F. Kaffeman	250
DOYLE, Andrew T.—F. Keil	2,664
EPSTEIN, Joseph—J. Goldman	101
F. W. CUTTRELL COMPANY—J. E. McClung	394
FOX, Edwin D.—Columbia National Bank of Washington	694
GOTTSCHALT, Eugene—Julia Feldman	517
GIBNEY, Homer W.—J. M. Macdonald	102
HUTCHINSON, Horace F., as assignee, and Casper Hagemeyer—James H. Havens, costs	457
HAGENMEYER, George and Casper—James H. Havens	22,093
HARNEY, Florence A. and Henry C.—Mechanics and Traders' Bank of Brooklyn	4,940
HAMILTON, Petrona R. and William L.—Charles F. Mattlage	1,715
KLUHSMEIER, Henry—F. A. Schultz	515
KRAUSE, Benath—J. A. Fitzpatrick	120
KEEGAN, William—E. F. Kienle	183
LYONS, Frank, Jr.—The C. J. Purcell Company	221
LEIGHTON, Charles, Robert F. Tompkins, and Rebecca P. Annesley—J. Pratt	553
MARX, Max—Joseph E. Marx	4,410
MULLEN, Alice M. and James—National Iron Bank	1,066
MULLEN, Alice M. and James—National Iron Bank	541
McGAVOCK, John—German-American Real Estate Title Guarantee Company	6,982
McKEAN, Bernard S., receiver, &c.—National Life Association, costs	122
McFALLS, Robert B.—Catherine M. Birdseye, executrix, &c.	57
NASH, Isidor—Jacob Ruppert	69
NEW YORK LUMBER COMPANY—Produce Exchange Trust Company	11,728
NORRIS, John—H. Weiller	252
NOSSER, Louis—C. F. Kelley	114
OLENHOUSE, Barbara—H. M. Woolford	245
PERRY, Charles O.—Charles Johnson	699
PLUMBRIDGE, Charles H.—Charles M. Coleman	31
POLOGE, Wolf, and Jacob Zucker—J. A. Bernhols and others	362
PYKE, William C. M., Allan Williams, and John M. Carey—H. B. Claflin Company	2,104
PERRY, George H.—Joshua Rosenfield	85
RANDEL, William F.—A. Guilbert	169
ROBERTS, Jacob H.—E. F. Kienle	437
SCHUCK, Alfred J.—H. Weiller	126
STRUSS, Henry, and Thomas F. Hayes—Mercantile National Bank of New York	3,792
SIMON, Kaufman—J. McCreery and others	119
STRAEHLE, Henry, and John Harvey—E. Koscherak	129
SCHWAB, Charles E.—C. R. Culyer	136
STEVENS, Ida—C. Stevens	45
THE CITY OF NEW YORK—A. Koelesch and another	398
THE MAYOR, &c.—Emily E. Wood, administratrix, &c.	1,651
WILSON, Maud A.—Bernhard Moral	916

THE L. I. WATER SUPPLY CO.

Gen. Tracy Moves that Proceedings Against It be Abandoned.

Gen. B. F. Tracy, as counsel for the Long Island Water Supply Company, moved yesterday before Justice Dickey, in the Supreme Court, Brooklyn, for an order declaring the proceedings of the City of Brooklyn to acquire the property and franchises of the company abandoned.

The petition recited that the proceeding to condemn the property was begun in 1892, and $570,000 was awarded as just compensation. The Supreme Court vacated the report on the ground that the award was inadequate, and new Commissioners were appointed. At General Term the Special Term decision was reversed, and the Court of Appeals affirmed the General Term decision. A writ of error to the Supreme Court of the United States was obtained, and the judgment was affirmed. There is no authority for raising and paying the award. When the company was organized in 1881, East New York had 14,000 inhabitants. It now has 55,000, who depend on the company for water for all purposes, including the extinguishing of fires. The development of the plant is prevented by the delay. The matter went over for a month at the request of the Corporation Counsel.

Jersey City's Water Supply.

The Jersey City Street and Water and Finance Boards yesterday reconsidered the water specifications adopted a week ago, and will meet to-day to make amendments. The principal change will be to substitute two pipes of 25,000,000 gallons' capacity in place of one pipe of 50,000,000 gallons and another of 30,000,000 gallons.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Wheat, No. 2 red	.92
Corn, No. 2 mixed	.38⅝
Oats, No. 2 mixed	.26½
Flour, Minnesota, patents	$4.90
Cotton, middling	.06¼
Coffee, No. 7 Rio	.06⅛
Sugar, granulated	.05⅝
Molasses, O. K., prime	.30
Beef, family	11.50
Beef, hams	21.75
Tallow, prime	3 3-16
Pork, mess	10.25
Hogs, dressed, 160 lb.	.05⅝
Lard, prime	5.60
Butter, creamery, Western	.16½
Iron, No. 1 Northern foundry	11.25

CHICAGO, July 6.—Flour—No. 2 Spring wheat, 75c; No. 3 Spring wheat, 70@85c; No. 2 red, 84c; No. 2 corn, 32⅜c; No. 2 oats, 22¼c; No. 2 white, 25¼c; No. 3 white, 24@24½c; No. 2 rye, 44c; No. 2 barley, 31@35c; No. 1 flaxseed, $1.04½; prime timothy seed, $2.60; mess pork, per bbl, $9.65@$9.70; lard, per 100 lb, $5.30@$5.32½; short ribs, sides, (loose,) $5.30@$5.50; dry salted shoulders, (boxed,) 4⅛@4¼c; short clear sides, (boxed,) 5.75@5.90c.

COTTON.

Yesterday's market for cotton futures was very tame. It had been expected that the news from the sea fight would energize speculation in cotton as well as in stocks, but trading was very slow throughout the session, and confined almost entirely to local operations within a very narrow scope of variations. The news from the cotton belt was of almost uniformly favorable character. But the low price at which cotton is now selling, and the claim that the market is in an oversold condition, checked confidence on the short side of the account, especially in view of the fact that July and August remain full of possibilities in the way of reverses to present glowing prospects. It is assumed that with any accident to the crop the shorts would be active buyers. But while conditions remain as they are buyers and sellers keep apart, and the volume of business is down to even smaller proportions than usual to the midsummer season. Up to 12 o'clock sales had reached only 18,000 bales. For the remainder of the session the market ruled stupid and was finally quiet at a net gain of 1 point to a loss of 1 point, having varied only 3 points for the entire session after opening steady at a net gain of 1 to 2 points. Total sales were 29,300 bales. The session, as a whole, was one of exceptional apathy.

Southern spot markets—Middling Galveston, 5 3-16c; New Orleans, 5⅞c; Mobile, 5⅝c; Savannah, 5⅝c; Wilmington, 5⅞c; Norfolk, 6⅛c; Baltimore, 6¼c; Memphis, 5⅞c; Augusta, 6 3-16c; St. Louis, 5⅝c.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	6.08	6.08	6.08	6.07@6.08
August	6.10	6.11	6.08	6.08
September	5.99	5.99	5.99	5.99
October	6.00	6.02	6.00	6.00@6.01
November	5.99	6.00	5.99	5.98@5.99
December	6.00	6.03	6.00	6.01@6.02
January	6.04	6.06	6.04	6.04@6.05
February	6.08	6.09	6.08	6.08@6.09
March	6.11	6.11	6.11	6.11@6.12
April	...	...	...	6.15@6.16

LIVERPOOL, July 6.—Middling uplands, 3 7-16d; December and January, 320½B; January and February, 321S; February and March, 321½B; March and April, 322½S; April and May, 323V; July, 324S; July and August, 324S; August and September, 324S; September and October, 322½B; October and November, 321½B; November and December, 320½B. Manchester yarns quiet and unchanged.

FUTURES.

NEW YORK PRICES.

	Open.	High.	Low.	Close.
Wheat—				
July	81¼	82½	81	82½
September	73¼	74 3-16	73	74⅛
December	72⅞	73⅛	72 13-16	72⅞
Corn—				
July	36	36¼	36	36¼
September	37⅛	37⅜	37	37⅜
December	38	38⅜	38	38⅜
Oats—				
July	..	..	..	25¾
Lard—				
July	..	..	..	5.60

CHICAGO PRICES.

	Open.	High.	Low.	Close.	Y'd'y.
Wheat—					
July	74⅛	76⅝	74	76⅜	74½
Sept.	68⅝	69½	68¼	69¼	68⅞
Dec.	68⅝	69⅝	68¼	69¼	68⅞
Corn—					
July	32 1-16	32 11-16	32 1-16	32⅝	31¾
Sept	32 9-16	33 5-16	32½	33⅛	32⅜
Dec.	33¼	33 13-16	33¼	33⅝	32⅞
Oats—					
July	21⅝	22⅜	21⅝	22⅜	21¾
Sept.	19⅞	20½	19⅞	20⅜	19¾
Lard—					
July	5.30	5.30	5.27½	5.30	5.22½
Sept	5.35	5.42½	5.35	5.40	5.35
Ribs—					
July	..	..	..	[illegible]	[illegible]
Sept	5.35	5.50	5.35	5.47½	5.35
Pork—					
July	..	..	..	9.62½	9.37½
Sept	9.75	9.82½	9.75	9.82½	9.62½

BREADSTUFFS.

Wheat.

In keeping with the unexpected firmer tone of English markets, the price of wheat in New York opened fractionally higher yesterday, and was advanced with little opposition throughout the session, closing practically top and ⅝@1⅛c higher than the previous night.

MILWAUKEE, Wis., July 6.—No. 1 Northern, 90c; No. 2 Northern, 88c; September, 71⅜c.

MINNEAPOLIS, Minn., July 6.—July, 85½c; September, 68⅞c; December, 67⅞@67½c; No. 1 hard, 88½c; No. 1 Northern, 86⅜c; No. 2 Northern, 84⅜c.

DULUTH, Minn., July 6.—No. 1 Northern, 85½c; No. 2 Northern, 83c; No. 3 Spring, 79c; No. 1 hard cash, 90c.

Oats.

No. 2 oats, 26½c; No. 3 oats, 26c; No. 2 white clips, 29c; No. 2 white, 28c; No. 3 white, 27c; track mixed, 26½@27½c; track white, 27½@35c.

Miscellaneous.

RYE—No. 2 Western, 52½c, free on board, afloat; 48c, cost, insurance, and freight, Buffalo. BARLEY—Feeding, 33½@34c nominal, cost, insurance, and freight, Buffalo.

Flour and Meal.

Spring patents, $4.75@$5; Winter straights, $4.45@$4.55; Winter patents, $4.60@$4.75; Spring clears, $3.80@$4; extra No. 1 Winter, $3.65@$3.90; extra No. 2 Winter, $3.40@$3.60; no grade, $1.65, to arrive. RYE FLOUR, $2.75@$3.25. CORNMEAL—Kiln-dried, $2.10@$2.20, as to brand. BAGMEAL—Fine white, 80c; fine yellow, 75c; coarse, 68@69c. FEED—40, 60, and 80 lb. Winter, in bulk, spot, 70c; Spring, bulk, 65@67½c; to arrive, 62½@65c; middling, bulk, 80@85c; rye feed, 62½@65c; city feed, 70c; hominy chop, 55c; oilmeal, $24; screenings, 30@70c. MINNEAPOLIS, July 6.—First patents, $4.66@$5.20; second patents, $4.15@$4.55; first clears, $3.60@$3.80; second clears, $3.10@$3.30.

PROVISIONS.

PORK—Mess, $10@$10.50; family, $11.50@$12; short clear, $11.50@$13.50. BEEF—Mess, $10.50; family, $11.50; packet, $11@$11.50; extra India mess, $17. BEEF HAMS—$21.50@$22. DRESSED HOGS—Bacons, 5¼c; 180 lb, 5¼c; 160 lb, 5⅝c; pigs, 5½c. CUTMEATS—Smoking bellies, 10 lb, 6c; 14 lb, 5⅝c; pickled shoulders, 4½@4⅝c; pickled hams, 7½@7¾c; Western green, 16 lb, 7c; Western, sweet pickled, 6⅞c. TALLOW—City 3 3-16c; country, 3¼@3⅜c. LARD—5.60@5.65c, nominal; city lard, 4.75c; refined, South America, 6.50c; Continent, 5.95c; Brazil, kegs, 7.60c; compound, city, 4½@4⅝c; Western, 4⅝c. STEARINE—Oleo, 5c, nominal; city lard stearine, 6⅛@6⅜c.

LIVERPOOL, July 6.—Close: Beef, extra India mess, 72s 6d; prime mess, 65s. Pork—Prime mess, fine Western, 51s 3d; prime mess, medium Western, 48s 9d. Hams—Short cut, 14 to 16 lb, 29s 6d. Bacon—Cumberland cut, 25 to 30 lb, 25s 6d; short rib, 20 to 24 lb, 29s; long clear middles, light, 35 to 38 lb, 31s; long clear middles, heavy, 40 to 45 lb, 30s 6d; short clear backs, 16 to 18 lb, 29s; clear bellies, 14 to 16 lb, 30s; shoulders, square, 12 to 14 lb, 28s. Lard—Prime Western, 27s 3d. Cheese—American finest white and colored, 36s. Tallow—Prime city, 18s 6d. Cottonseed Oil—Liverpool refined, 15s 9d. Turpentine—Spirits, 21s 3d. Resin—Common, 4s 7½d.

COFFEE.

Speculation in coffee futures continues to run on narrow lines and fluctuations are still confined to a range of 5 points. While a steady undertone prevailed yesterday, buyers and sellers alike were indifferent. There was nothing in foreign news to induce shorts to cover or longs to sell. Havre and Hamburg were about unchanged, with business very stupid. Brazilian cables reported generally steady markets at Rio and Santos, with little change in prices. Receipts were smaller than looked for, but as against this factor was a very light movement yesterday from warehouses in this country. Officially, our market opened steady at unchanged prices. The close was steady at unchanged prices to 5 points net higher.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
July	..	..	..	5.45@5.55
August	5.55	5.55	5.55	5.50@5.60
September	5.65	5.65	5.65	5.65@5.70
October	5.70	5.70	5.70	5.70@5.75
November	..	..	..	5.70@5.75
December	5.75	5.75	5.75	5.75@5.80
January	..	..	..	5.80@5.85
February	..	..	..	5.85@5.90
March	5.90	5.90	5.90	5.90@5.95
April	..	..	..	5.95@6.00
May	6.00	6.00	6.00	6.00@6.05
June	..	..	..	6.05@6.10

FOREIGN MARKETS.—Santos, good average, 7$350. Hamburg, ¼ pfennig higher. Havre, ¼f. higher; January, 36.75; February, 36.75; March, 37.00; April, 37.25; May, 37.50; June, 37.75; July, 35.75; August, 35.75; September, 36.00; October, 36.00; November, 36.25; December, 36.50.

SUGAR.

Centrifugal, 4⅜c; muscovado, 3⅞c; molasses sugar, 3⅝c.

OILS.

Prime crude, 18@18½c; prime crude, free on board, mills, 16½@17c; prime Summer yellow, 23½@24c; off Summer yellow, 23½c; butter grades, 27@28c; prime Winter yellow, 28@29c; linseed, American, raw, 41@42c; American, boiled, 43@44c; Calcutta, raw, 54c; lard oil, choice, 47@49c.

WOOL.

Current quotations of domestic wools (scoured,) based on Wool Exchange official classification, are as follows: Texas—Fine, 12 months, 49@50c; fine medium, 12 months, 46@48c; medium, 12 months, 44@46c; coarse, 12 months, 40@43c; fine Spring, 6 to 8 months, 45@46c; fine medium Spring, 6 to 8 months, 44@45c; medium Spring, 6 to 8 months, 43c; fine and fine medium Fall, 40c; medium Fall, 38c. California—Northern Spring, free, 8 to 12 months, 48@50c; Northern Spring, free, 6 to 8 months, 45@47c; Southern, 12 months, 45@47c; Southern, 6 to 8 months, 41@43c; Fall, free, 40@42c; Fall, defective, 36@38c. Oregon—Eastern No. 1, 47@48c; Eastern No. 2, 44@45c; Valley No. 1, 44@45c; Valley No. 2, 41@43c; Valley No. 3, 38@39c. Territory Staple—Fine, 52c; fine medium, 50@51c; medium, 46@47c. Territory Ordinary—Fine, 47@48c; fine medium, 46@47c; medium, 44@45c.

NAVAL STORES.

Tar—Regulars, $1.85@$1.95; tar oil, bbls, $3.62½. Pitch, $1.85. Spirits of turpentine, 26@26½c. Resin—Common to good, strained, $1.40@$1.45; E, $1.50@$1.52½; F, $1.60@$1.65; G, $1.70; H, $1.80; I, $1.82½; K, $1.90; M, $1.95@$2; N, $2.10@$2.15; W G, $2.20@$2.25; W W, $2.30@$2.35.

CHARLESTON, S. C., July 6.—Turpentine, 23c. Resin unchanged.

SAVANNAH, Ga., July 6.—Turpentine unchanged. Resin unchanged.

WILMINGTON, N. C., July 6.—Spirits of turpentine, 23@23½c. Resin, $1 and $1.05. Crude turpentine, $1 and $1.50.

METALS.

Iron, Northern No. 1 foundry, $11.25; do, Southern, No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $6.60; lake copper ingot, $11.80; tin, $15.80; lead, 4.05c; spelter, 4.87½c.

LIVE STOCK.

BEEVES—Steers, $4.50@$5.80; oxen and stags, $3@$4.75; bulls, $2.75@$3.50; cows, $2@$3.75. Cable steady. Exports, 150 cattle and 1,660 quarters of beef; to-morrow, none.

CALVES—Veals, $4@$5.75; tops, $5.85@$6; buttermilks, $3@$3.50; Westerns, $2.62½@$4; city-dressed veals, 7@9c per lb.

SHEEP AND LAMBS—Lambs, 15@25c higher; 5½ cars unsold; sheep, $2.50@$4.80; lambs, $4.50@$6.50; culls, $3.50@$4.

HOGS—$4@$4.30.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division.—Recess.

SUPREME COURT—Appellate Term.—Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Giegerich, J.—Opens at 10:30 A. M. Litigated motions.

1—Tracy vs. Kircher.
2—Same vs. Frey.
3—Same vs. Falvey.
4—Bertelsen vs. Town of Southold.
5—In re Mitchell.
6—In re Prospect Av.
7—In re Fell.
8—Lesher vs. Hass.
9—In re Lesher.
10—Daly vs. Barnes.
11—Richard vs. Adler.
12—In re N. Y. Dental Supply Co.
13—Sommers vs. Cottentin.
14—Hazard vs. U. S. Prism Glass Globe Co.
15—People, ex rel Board of Charities vs. N. Y. Society Prevention Cruelty to Children.
16—Buckbee vs. Isaacs.
17—In re Hicks.
18—Fleischman vs. Smith.
19—Reese vs. Reese.
20—Cunningham vs. Hatch.
21—Leitner vs. Leitner.
22—In re Wheeler.
23—Teeter vs. Faulkner.
24—In re Anderson.
25—In re Neumann.
26—Steingardt vs. Hinkle.
27—Irving Nat. Bank vs. Wilson Bros. Woodenware Co.
28—People ex rel. Consumers' Brewing Co. vs. Fromme.
29—In re Larkin.
30—Cirrito vs. Emery.
31—Bechtle vs. Man. Ry. Co.
32—Brandon vs. Lordi.
33—Nally vs. Brady.
34—Krach vs. Krach.
35—In re Turner.
36—Anderson vs. Robert Mitchell Furniture Co.
37—Crawford vs. Spencer.
38—Stanfield vs. Stanfield.
39—Poole vs. Poole.
40—In re Commercial Union Cigar Cigarette Co.
41—Freedman vs. Freedman.
42—MacMillen vs. Man. Ry. Co.
43—Weil vs. Brandenstein.
44—People, &c., vs. Renaud.
45—Demarest vs. Coler.
46—In re E. 161st St.
47—Rowan vs. Mayor, &c.
48—Currier vs. Poor.
49—Motley vs. Fox.
50—In re Brown.
51—Bowen vs. Bowen.
52—Wright vs. Pell.
53—Korn vs. Klingman.
54—Earle vs. N. Y. Commercial Co.
55—Hayward vs. Pierce.
56—Macy vs. Carpenter.
57—Campbell vs. Conti.

SUPREME COURT—Special Term—Part II.—Daly, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Special Term—Part VI.—Pryor, J.—Opens at 10:30 A. M. Litigated motions to be sent from Special Term, Part I.

SUPREME COURT—Trial Term—Part I—(Criminal Term.)—Fursman, J. Assistant District Attorneys McIntyre and Gordon for the People.—Opens at 10:30 A. M.

1—John Brown.

SUPREME COURT—Trial Term—Parts II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—Wills for probate. At 10 A. M.

Rosa Salomon.
At 10:30 A. M.
Nikolaus Martin.
Francis G. Mannar.
Margaret E. Shortell.
James F. Cox.
George F. Booss.
Jane Stubbs.
At 11 A. M.
Louis Levy.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Conlan, J.—Opens at 10 A. M. Held on first floor of Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I. II., and III.—Adjourned for the term.

CITY COURT—Trial Term—Part IV.—Adjourned until Tuesday, July 12.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and McCann for the People.

1—William Page.
2—Vincenzo Miele.
3—Valentine Leitschue.
4—Daniel McGinnis, John Connolly, James Durnin.
5—Israel Deutsch.
6—Harris J. Radin.
7—Louis Sigmond.
8—Joseph Mahoney.
9—John Martin.
10—Peter Moran, James King, Matthew Kelsey.
11—Joseph Schulz.
12—John McCarthy.
13—Isaac Rubin.
Pleadings.
1—Abram Schlachetzky.
2—John L. Smith.
3—James Scott.
4—Frederick Maidl.
5—Mary Morris.
6—John Lane.
7—John O'Donnell.
8—Michael Fedorizek.
9—Alfonso Jackson.
10—Sarah Thomas.

COURT OF GENERAL SESSIONS—Part II.—Newburger, J.—Opens at 10:30 A. M. Assistant District Attorneys Walsh and Cowan for the People.

1—George Larkin, alias William Dunn.
2—Daniel Gardner.
4—Joseph Smith.
5—Edward Hayes.
6—Samuel Shore.
7—Samuel Dunn.
William Dynan.
8—George Lewis.
9—Harry Miller, Frederick Albers.
10—John Neff.
11—Matthew Bihlman.

COURT OF GENERAL SESSIONS—Parts III. and IV.—Adjourned for the term.

Referees Appointed—New York.

SUPREME COURT—Giegerich, J.—Central Trust Company vs. Johnston—William A. Boyd. Wilson vs. Fleming—Elbert Crandall. Wiegers vs. Cohn—Warren W. Foster. Iselin vs. Tuttle—Louis B. Hasbrouck.

Receivers Appointed—New York.

SUPREME COURT—Giegerich, J.—Harriet A. Sanchez vs. Emma Edgerton—Abram Gruber.

SUPREME COURT—Pryor, J.—H. B. Claflin Company vs. Max Ellin—Clifford W. Hartridge.

SUPREME COURT—Bischoff, Jr., J.—Farmers' Feed Company vs. J. Herschell Koyl—James W. Hyde.

Brooklyn Court Calendar.

COUNTY COURT—Part I.—Hurd, J.—Mrs. Martha Place, murder.

Decrease in Diamond Smuggling.

Ex-Congressman J. Hart Brewer, Deputy United States Appraiser at this port, made a report to Appraiser Wakeman yesterday showing the value of diamonds brought into this port during the month of June. The uncut diamonds were appraised at $265,551.90 and the cut diamonds at $421,286.18. The corresponding figures for June, 1897, were: Uncut, $86,206.40, and cut, $11,982.72. This great increase in the figures, it is stated, does not mean wholly that the importation of diamonds has increased, but that there has been a notable decrease in smuggling. Under the Wilson tariff law there was a duty of 10 per cent. on uncut diamonds and a duty of 25 per cent. on cut diamonds. The temptation to smuggle the cut goods was very great. Now there is a duty of 10 per cent. on cut diamonds, and the uncut diamonds are admitted free, so that there is very little profit in attempts at smuggling.

A TROLLEY PROPERTY SOLD.

The Suburban Company's Line of Orange Purchased by the Orange and Passaic Valley.

ORANGE, N. J., July 6.—The sale at auction to-day of the real and personal property, franchises, rolling stock, and all other chattels of the Suburban Traction Company to the recently incorporated Orange and Passaic Valley Railway Company, is one more link in the big trolley chain with which the North Jersey Traction Company is binding together a system of rapid transit lines throughout New Jersey. Although organized as an independent concern, it is admitted by trolley men that the Orange and Passaic Valley Company is to work in harmony with the big syndicate.

For three years Wilberforce Freeman of Orange, a Master in Chancery, has been offering the Suburban Road for sale at auction every two weeks, but until to-day had not received a bid of any kind for the property. A score of men connected with various trolley interests were at the sale this afternoon, but took no part in the bidding, the only bid being that of the company which made the purchase. Col. Charles A. Sterling of East Orange, one of the corporators of the new company, offered the bid of $100,000 and deposited a certified check for $10,000, the balance to be paid within ten days.

After the sale B. M. Shanley, Vice President of the North Jersey syndicate, said that the line, which includes about ten miles of single-track road, connecting Orange, East Orange, West Orange, Orange Valley, Bloomfield, and Eagle Rock, would be improved at once. Among the company's plans are the extension of the line from Bloomfield to connect at Upper Montclair with the road which the North Jersey is building from Montclair to Passaic, and the extension of the line south from Orange Valley to South Orange. If possible to secure the franchises, the road will also be made a double-track one, with a return route through other streets than those now occupied in the Oranges. The corporators of the new company, which has an authorized capital of a million dollars, are Col. Charles A. Sterling of East Orange, A. B. Carleton, City Controller of Elizabeth; John A. Ely of New York, William Sheerer of Orange, and Thomas M. Moore and Gen. Bird W. Spencer of Passaic County.

The $100,000 purchase price paid by the Orange and Passaic Valley Company for the road will just cover $67,000 in certificates issued by Watson Whittlesey, the receiver, in whose hands the company has been for three and a half years, about $8,000 interest on same, and $25,000 in costs of court and lawyers' fees. The new company also assumes the payment of $60,000 of first-mortgage bonds, and a guaranteed loan of $150,000 made by the Manhattan Trust Company of New York, upon second-mortgage bonds.

Plainfield Company's Setback.

PLAINFIELD, N. J., July 6.—The Plainfield Street Railway Company received a serious setback to their plans last night when the Common Council defeated their application for a franchise along East Second Street to connect their line with the Westfield and Elizabeth Street Railway Company, through Scotch Plains and Westfield. The vote was taken after remonstrances were made by the property owners along the thoroughfare. The street railway company has been working for two years to secure the route, and once had a majority of consents, but many of those who signed changed their minds.

NEWS OF THE RAILROADS.

UNION TERMINAL ASSOCIATION.

It Is Formed with a Capital of $5,000,000.

NEWARK, July 6.—The Union Terminal Association filed articles of incorporation with the County Clerk to-day. The capital stock is set at $5,000,000, and business is begun with $1,000 paid in. The incorporators are J. R. Salmon and Cortlandt Parker, Jr., of this city; William H. Lee of Greenwood, Mass.; Vernon O. Taylor of Rhode Island; Francis E. Dana of Summit, N. J., and Stephen Saulsbury and T. C. Bates of Worcester, Mass.

The object of the company is to purchase the stock and franchises of the Kansas City and Atlantic Railroad Company and other corporations in Missouri, and to build railroads, wharves, canals, and elevators.

NEW RAILWAY COMPANIES.

The Central Branch Union Pacific to be Operated by New Men.

Following the confirmation of the sale of the Central Branch of the Union Pacific by the Federal court, a new company has been organized to take and operate the property. The name of the new company is the Central Branch Union Pacific Railway Company, and the officers are: President—James W. Ham; Vice President—Edward H. Ladd, Jr.; Secretary—F. S. Blakeslee, and Treasurer—Gilmer Clapp.

An important new connection with the New York, Ontario and Western Railroad is to be constructed by the Delaware Railroad Company, just incorporated with a capital of $200,000. This new company will build and operate a line of railroad fifteen miles long, starting at Delhi and running to Andes and Bovina Centre, in this State. Most of the stock has been taken by residents of Delaware County, and the Directors include Henry Davie of Delhi, Charles F. Scott of Andes, and T. E. Hastings of Bovina.

MILK TRANSPORTATION CASE.

A Decision by the Inter-State Commerce Commission.

WASHINGTON, July 6.—The Inter-State Commerce Commission to-day, in an opinion by Chairman Knapp, announced its decision in the case of B. Brockway and others against the Ulster and Delaware and West Shore Railroads. The commission, in a previous case, authorized the Ulster and Delaware and West Shore Railroads to charge fourth-group rates on milk and cream shipped to Weehawken from stations on the Ulster and Delaware, which would otherwise take the lower rates ordered in that case for third-group distances over other lines. This exception of Ulster and Delaware stations was granted by the commission on account of unusually difficult grades over the Catskill Mountains, and the further fact that all of the milk carried by that road is gathered beyond the mountains at distances of 132 to 175 miles from the Weehawken terminal.

The commission decides that the Ulster and Delaware is the only milk-carrying road west of the Hudson River which gathers all of its milk within the common third-group distance and hauls it and the returning cars and empty cans over a mountain grade which, for about three miles on either side of the apex is from 142 to 153 feet to the mile.

Delaware Railroad Chartered.

ALBANY, July 6.—The Delaware Railroad Company, to operate a steam railroad from Delhi to Andes and Bovina Centre, Delaware County, a distance of fifteen miles, filed articles of incorporation with the Secretary of State to-day. The company is capitalized at $200,000, and its Directors are Herbert Sewell of Walton, T. E. Hastings and Alexander Hilton of Bovina Centre; James F. Copp and W. C. Oliver of Andes; S. P. Wilbury, Henry Honeywell, Henry Davri, and G. W. Youmans of Delhi.

NOTES OF THE RAILROADS.

The withdrawal of commodity rates to points on or reached via the Chicago and Alton Railroad has been recommended by the Board of Managers of the Joint Traffic Association; also the withdrawal of westbound commodity rates on cement, lime, and salt to points on or reached via the Atchison, Topeka and Santa Fé Railway.

W. K. Vanderbilt's sudden and hurried departure for Europe and the expected return home of Cornelius Vanderbilt next month is regarded by some railroad men as indicative of a speedy consummation of the plans providing for a more general amalgamation of the Vanderbilt railroad interests. There are intimations that with returning health Mr. Cornelius Vanderbilt is disposed to take a more than passive interest in the policy marked out for the Vanderbilt lines.

Increased Telephone Stock.

The stockholders of the New England Telegraph and Telephone Company met in this city yesterday and voted to increase the capital stock of the corporation from $12,000,000 to $15,000,000, as recommended by the Directors a few days ago.

IN THE REAL ESTATE FIELD

Sales of Unimproved Property the Feature of the Day's Dealings—Salesroom Transactions.

Slawson & Hobbs have sold for the Guinet estate to Mrs. Margaret B. Parsons the five-story American basement limestone-front dwelling 142 West Seventy-seventh Street, 17.6 by 102.2.

The Ernst-Marx-Nathan Company has sold to Sherusky & Feldman for $22,500 the plot at the southeast corner of Third Avenue and One Hundred and Seventy-third Street, 74 by 100 by 85 by 103. This is the third parcel sold within two weeks out of the Mahon tract recently purchased by the company. The buyer will improve the plot.

George F. Hoe has sold to Walter Fox the plot at the southwest corner of St. Nicholas Avenue and One Hundred and Forty-seventh Street, 75 by 125. A building loan is made in connection with the sale, and the buyer will erect six four-story dwellings. The plot has been used for several years by the New York Lawn Tennis Club.

In the Trinity Building salesroom yesterday Richard V. Harnett & Co. sold at executor's sale to Solomon Jacobs, for $7,000, two lots, Park Avenue, west side, 25.11 feet south of One Hundred and First Street, each 25 by 80; also, to the same buyer, for $12,000, three lots on the south side of One Hundred and First Street, 80 feet west of Park Avenue, each 25 by 100.11.

D. Phoenix Ingraham & Co. sold in foreclosure to William E. White for $215,691 the eight-story business building, 141 to 145 Wooster Street, 75 by 100. It is understood that Mr. White acted as the representative of Louis M. Jones in this purchase.

Samuel Goldsticker sold in foreclosure to Isidor Grayhead for $4,000 each the two two-story dwellings, Woody Crest Avenue, west side, 190.11 feet north of Devoe Street, each 15.9 by 92.8.

W. B. Tayolr & Sons have sold for Mrs. Catharine Donohue the four-story brownstone dwelling known as 37 West Fifty-third Street, 21 by 60 by 100.5, for about $55,000.

To-day's Auction Sales.

The following sales at auction are down for to-day at 111 Broadway:

By James L. Wells, foreclosure sale, Jacob Fromme, referee, 734 and 736 Elton Avenue, east side, 25 feet south of One Hundred and Fifty-sixth Street, 45 by 100, two-story frame building and vacant. Due on judgment, $2,984.

By William Kennelly, foreclosure sale, Samuel B. Hamburger, referee, the numbered parcels on the revised map of the Givan homestead, in the town of Westchester, from 1 to 137, excepting thereout parcels Nos. 80 and 106 to 124 inclusive. Due on judgment, $80,426.

By Thompson & Pryor, foreclosure sale, William F. Dunning, referee, Hunt's Point Road, north corner of Lafayette Avenue, runs northeast 139.9 by northwest 100 by northeast 50 by southeast 100 to Lafayette Avenue, by northeast 50 to Faile Street, by northwest 250 by southwest 150 by northwest 75 by southwest 143.7 to Hunt's Point Road, by southeast 329.5, vacant. Due on judgment, $11,325.

By Peter F. Meyer & Co., foreclosure sale, 36 West One Hundred and Twentieth Street, south side, 355 feet west of Fifth Avenue, 18.4 by 100.11, three-story stone-front dwelling. Due on judgment, $16,046.

By Peter F. Meyer & Co., sale by order of the Sheriff, 241 East Seventy-fifth Street, north side, 105 feet west of Second Avenue, 20 by 102.2, four-story brick building, with stores; all title and interest of Nathan Bass on March 29, 1898.

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures and Alterations.

One Hundred and Thirty-first Street, north side, 235 feet east of Lenox Avenue, for four five-story brick flats, 25 by 85.2; William H. Hall of 265 West Seventy-third Street, owner; Neville & Bagge, architects; cost, $92,000.

Louise Street, northwest corner of Columbus Avenue, for a two-story frame dwelling, 25 by 42; Frank Zeman of 698 East One Hundred and Sixty-ninth Street, owner; F. J. Miller of 3,438 Third Avenue, architect; cost, $3,200.

Tinton Avenue, east side, 100 feet south of One Hundred and Sixty-third Street, for a two-story frame stable and a one-story shed, 13 by 57; John Mandler of 920 Tinton Avenue, owner; W. C. Dickerson, architect; cost, $550.

Ryer Avenue, east side, 307.3 feet north of Burnside Avenue, for a two-story frame dwelling, 21 by 50; Joseph Whiteside of 268 West One Hundred and Twenty-sixth Street, owner; J. Limer, architect; cost, $3,750.

One Hundred and Thirty-sixth Street, north side, 199.7 feet east of St. Ann's Avenue, for two five-story brick flats, 25 by 80; William H. Lake of Yonkers, owner; Harry T. Howell of 748 East One Hundred and Thirty-eighth Street, architect; cost, $40,000.

Trinity Avenue, east side, 175 feet south of One Hundred and Fifty-sixth Street, for a three-story frame tenement, 25 by 56.3; Patrick T. Brady of 1,206 Third Avenue, owner; B. Muldoon of 165 East Sixty-ninth Street, architect; cost, $4,500.

Alterations.

No. 38 East Thirty-eighth Street, to a four-story brick dwelling; Henry Randel, premises, owner; A. O. Hoddick, architect; cost, $2,000.

No. 62 Bowery, to a five-story brick bank and lofts; Lorillard estate, owner; Bowery Bank, lessees; W. W. Howe, architect; cost, $1,000.

No. 67 Warren Street, to a four-story brick store and lofts; George Sterck, premises, owner; J. H. Goetschius, architect; cost, $4,500.

No. 2,390 First Avenue, to a four-story brick tenement, with store; Lazarus Baum of 442 East One Hundred and Twentieth Street, owner; C. A. Millner, architect; cost, $2,500.

No. 11 East Forty-second Street, to a four-story and basement brick office building, with store; F. G. Schmitt of 16 East Forty-second Street, owner; James E. Ware & Son, architects; cost, $8,000.

No. 265 West Thirtieth Street, to a three-story brick dwelling; Louise G. Reiche, owner; H. Davidson, architect; cost, $500.

No. 142 East Thirty-third Street, to a five-story brick factory and studio; Gilson Art Glass Company, owner and architect; cost, $1,000.

No. 533 to 543 West Thirty-sixth Street, to a five-story brick business building; Rohe & Brothers, premises, owners; Werner & Windolph, architects; cost, $750.

No. 908 Fifth Avenue, to a four-story brick and stone dwelling; James A. Burden, premises, owner; William S. Miller, architect; cost, $8,000.

No. 149 East Thirty-seventh Street, to a four-story and basement brick dwelling; Mrs. J. M. Carson, premises, owner; Lienan & Nash of 64 Cedar Street, architects; cost, $800.

No. 89 Park Avenue, to a four-story and basement brick dwelling; Herbert J. Denny of 228 Clinton Street, Brooklyn, owner; Hayden & Co., architects; cost, $4,000.

No. 170 East Seventy-seventh Street and First Avenue, east side, from Eighty-fifth to Eighty-sixth Street, to three and four story brick and stone schools; city, owner; C. B. J. Snyder, architect; cost, $4,500.

Ogden Avenue, west side, 175 feet south of Union Avenue, to a three-story frame tenement; Edgar Ketchum, owner; Edgar Bourne of 18 Broadway, architect; cost, $200.

Recorded Real Estate Transfers.

Wednesday, July 6.

AVENUE A, w s, 54 ft s of 79th St, 25x75; Henry Kolsch and wife to Margaret A. Kolsch and another	1,250
BARKER AV, e s, 259.4 ft s of Union St, 48x95; Ida L. Jenkins and others to Jacob Meurer	1,000
BARKER AV, e s, 259.4 ft s of Union St, 48x95; Ida L. Jenkins and another to John B. Peck	1
BRIGGS AV, s e s, 278.8 ft n e of Travers St, 25x125; Hettie Knox to William H. Payne	1
CLAY AV, n w s, 839 ft n of 169th St, 25x95.7x25.10x93.5; Ephraim B. Levy to Patrick J. Ennis	1,000
COLUMBIA ST, w s, 175 ft s of Houston St, —x100x25x100; Fanny Schwartz to Joseph Larchan	1
DECATUR AV, w s, 108.6 ft n of Travers St, 18.11x99.10x18.11x99.10; Anna S. Fink to George W. D. Naugle and others	4,500
GREENWICH ST, e s, 74.5 ft n of Leroy St, 26.4x63.8x irregular; Julia F. Spafford and another to Sarah Herz	6,000
LEGGETT AV, w s, 25.1 ft s of Dawson St, 28x93.9x28x91.11; John P. Curley to Camille Hoffmann	6,200
LEXINGTON AV, e s, 62.2 ft s of 82d St, 20x70; Mary T. Kelly to Max Solomon	16,000
LOT 21, map of the property of the Country Club Land Association; Henry S. Redmond and another to Edmund Randolph	1
LOTS 37 and 38, map of part of Section B of Edenwald, 50x100; Adolf Gloeckler to Anna M. Steinerl	1
LOTS 600, 601, and 606, map of Van Nest Park; E. B. Levy to William Rubsam and wife	855
MADISON AV, s w corner of 27th St, 80x60, one-sixth part; Andrew F. Gilsey and wife to Peter Gilsey	100
ST. JOHN'S AV, e s, 31.7 ft s of junction of Prospect Av, 20.3x96.6x20.3x98.1; James Meehan and others to Edward A. Bell	100
ST. JOHN'S AV, e s, 11.4 ft s of junction of Prospect Av, 20.8x96.1x20x99.9; James Meehan and others to Edward A. Bell	100
TINTON AV, n w corner of Elm St, 50x100; Martin Geiszler and wife to Hermann J. Rohrich and wife	5,500
3D AV, 184, s w corner of 17th St, 18.8x59.2x19x59; John A. Straley, referee, to Peter A. Cassidy	24,500
3D AV, e s, 127.4 ft n of Julia St, 25x100; Arthur C. Tucker and wife to Charles N. Mazza	4,000
3D AV, n s, 438 ft e of White Plains Av, 75x114; David Verplanck, referee, to Joseph S. McDonald	2,900
3D AV, e s, 49.4 ft n of 32d St, 24.8x85; John A. Straley, referee, to Pincus Lowenfeld and another	19,100
32D ST, 334 West, 12.6x98.9; Margaret E. Haviland to Margaret M. Haviland	1
37TH ST, 508 West, 25x98.9; John J. Sinnott to Mary A. Sinnott	800
46TH ST, n s, 150 ft e of 11th Av, 25x100.4; Theodore Schunke and wife to Laura Rickel	1
81ST ST, 218 West, 37.7x102.2; William W. Skiddy and wife to Stephen W. Jones	1
85TH ST, n s, 400 ft w of West End Av, 50x102.2; William E. D. Stokes and wife to the Colonial Building Company	1
94TH ST, 132 East, 20.1x100.8; Salamon Farian and wife to Magdalena Ruter	18,300
134TH ST, s s, 100 ft e of 7th Av, 25x99.11; Marie W. Dittmar to Margaret E. Kilduff	19,400
135TH ST, 54 West, 18x99.11; John Shanley to Elizabeth R. Vandenburgh	1
136TH ST, n s, 208.4 ft w of Lenox Av, 16.8x99.11; William Rawling and wife to Harry B. Mingle	1
158TH ST, s s, 619.3 ft w of Boulevard, 18.9x99.11; Charlotte H. Lilliendahl to John P. Martin	15,000
158TH ST, s s, 656.9 ft w of Boulevard, 18.3x99.11; Charlotte H. Lilliendahl to Bessie K. Blauvelt	12,012

Recorded Leases.

CALIENDO, Gaetano, to Teresa Gidore; 199 Hester St, 1 year	660
McKELVEY, Eleanor, to August F. Runge; 870 6th Av, n e corner of 49th St, 7½ years	3,500

Recorded Mortgages.

ALKUS, Rachel, to Samuel L. Schwartz; n w s of 8th Av, 587, 3 years	$5,000
BUHLER, Matilda L. G., to Christina Ludwig; Lot 269, map of Mapes estate, Block G, 2 years	250
BARNES, Blakeslee, to Eleanor K. Jay, 56 Thomas St, 5 years	45,000
BOEHM, Abraham, and Lewis Coon, to William Wetterer; 48 West 15th St, 1 year	15,000
CASSIDY, Peter A., to The New York Life Insurance and Trust Company; 184 3d Av, 3 years	16,000
COHN, Joseph J., to Louis Kahn and another, executors, &c., and Frances Marcus, executrix; n s of 93d St, 161.10 ft e of Madison Av, 3 years	6,000
DROUGHT, Julia, to Catherine W. Loney; 600 West 114th St, 5 years	45,000
ENNIS, Patrick J., to Ephraim B. Levy; n w s of Clay Av, 839.1 ft n e of 169th St, 2 years	500
ENNIS, James, and others to Henry de F. Weekes; n w corner of Irving Place and 18th St, 1 year	1,000
FELT, Emily L., to Frederick G. Potter; n s of 115th St, 190 ft w of Park Av, 1 year	10,000
GILLIS, Charles J., and Stephen J. Geoghehan to The Mutual Life Insurance Company; 218 West 64th St, 1 year	10,000
GLENNEN, Thomas J., to Catherine E. Bolton; Lot 187, map of Samuel Ryer homestead, 24th Ward, 2 years	750
GETZ, Edward G. and Lillie L., to Cornelia M. Phillips; 505 East 140th St, 2 years	700
GETZ, Edward G. and Lillie L., to North New York Co-operative Building and Loan Association; 505 East 140th St, installments	3,500
GRAF, Frederick and Mary, to Maimonides Benevolent Society; 438 West 66th St, 5 years	10,000
HAINES, John L., to Charles M. Chittenden; s s of 71st St, 198 ft e of Avenue A, 1 year	1,000
HUMANN, George, to Virginia B. Rogers and others, trustees; s e s of Washington Av, old line, 135.8 ft n e of Quarry Road, extends to said road, 3 years	2,000
HOFFMANN, Camille, to John P. Curley; w s of Leggett Av, 25.1 ft s of Dawson St, 3 years	3,800
HERZ, Sarah, to Julia F. Spafford and another; e s of Greenwich St, 74.5 ft n of Leroy St, 5 years	4,000
JONES, Stephen W., to Eversley Childs and another, trustees; n s of 81st St, 212.5 ft w of Amsterdam Av, 3 years	41,000
JEFFERY, William, to John J. Kenny and another; n s of 135th St, 125 ft w of St. Ann's Av, one-third year	17,000
KEMPNER, Elias, to Ellen S. Lowe; 21 Leroy St, 1 year	8,000
LOWENFELD, Pincus, and another to Mutual Life Insurance Company; 475 3d Av, 3 years	16,000
LOWENFELD, Pincus, and another to Frederic J. Middlebrook; 475 3d Av, 1 year	2,000
MUELLER, George and Clara, to Harlem Savings Bank; e s of German Place, 49.2 ft s of Rae St, as widened, 1 year	3,750
NAUGLE, George W. D. and Martha A. C., to Anna S. Finck; 2,817 Decatur Av, 3 years	3,500
NORMAN, Oscar A., and William C. Farber to Herman Davidson; s s of 87th St, 70 and 108 ft w of Central Park West, 1 year	6,000
NOLL, Hilarian, to Emigrant Industrial Savings Bank; w s of Willis Av, 25 ft n of 136th St, 1 year	10,000
OLSEN, Annette A. and Cornelius, to Harry S. Houpt; e s of Intervale Av, 65.10 ft s of Freeman St, 3 months	700
OLSEN, Annette A. and Cornelius, to Harry S. Houpt; Simpson St, s w corner of Freeman St, 3 months	800
ROHRICH, Herman J. and Ida M., to Martin Geiszler; n w corner of Wales Av and Crane St, 3 years	3,500
RUNGE, August F., to P. Ballentine & Sons; 870 6th Av, leasehold, demand	4,500
REUTER, Magdalena, to Johanna N. and Joe Meyer; n s of Stuyvesant St, 135.2 ft e of 9th St, 5 years	6,000
REUTER, Magdalena, to Emma Hassey; 132 East 94th St, 1 year	1,500
SELJE, Fritz, to Charles H. Voorhees; n w corner of Melrose Av and 149th St, 3 years	3,000
SCHWARTZ, Fanny, to Joseph Larchan; 117 Columbus St, 5 years	7,000
SELJE, Fritz, to Charles H. Voorhees; w s of Melrose Av, 20 ft n of 149th St, old line, 3 years	3,000
SPRINGER, Jacob, to Theresa Jakob; 379 East 10th St, 5 years	10,000
SHADY, James H., to Joseph H. Gray; 942 6th Av, 1 year	2,100
SOLOMON, Max, to Mary T. and Adeline A. Kelly; e s of Lexington Av, 62.2 ft s of 82d St, 3 years	10,000
THE COLONIAL BUILDING COMPANY to William E. D. Stokes; n s of 85th St, 400 ft w of West End Av, demand	40,000
THE COLONIAL BUILDING COMPANY to William E. D. Stokes; n s of 85th St, 400 ft w of West End Av, 1 year	36,425
WINTERS, Rose E., to Jacob Rader; n w corner of Avenue C and 9th St, Unionport, 2 years	500
YOUNG, Francis G., to Mercy A. Weart; n w s of Crotona Av, Lot 117, map of Belmont Village, West Farms, 90x120 to Beaumont Av, 1 year	1,700

Assignments of Mortgages.

BUTLER, Jacob D., to Alex F. Alexander	$2,500
EBLE, Francis J., to Peter Wolf, trustee	3,500
HYAMS, Elise, executrix, to Emily Schlesinger	5,000
NASON, Daniel, to Margaret Middleton	2,000
QUAST, Elvina, to Mary D. Hass	4,000
REYNOLDS, Thomas L., to Mount Morris Bank	1,825
ZIMMERMANN, Jacob A., to Jacob Bartscherer	5,900
WOLF, Peter, trustee, to Amalia Goridt	3,000

Mechanics' Liens.

BOULEVARD, n w corner of 106th St, 25x100; Serafino Ruggia against Antonio Pucci, as contractor	37
FREEMAN ST, s s, extends from Simpson St to Intervale Av, 78.8x75x132.3x92.3; John F. Niebuhr against Annita Olsen, owner and contractor; Cornelius Olsen, contractor	434
KATONAH AV, w s, 75 ft n of Clifford or East 234th St, 25x100; Bartelstone Brothers against Earl H. Miller, owner and contractor	49
VYSE AV, 1,479; George Fiencke & Son against William McDonald, owner; Charles W. Corell, owner and contractor	29
WATER ST, 160; Christian Ziesenis against Gustav Salomon, owner; C. C. Gately, contractor	321
13TH ST, 123 to 127, and 126 to 130 East 14th St; Burhorn & Granger against John J. Bashford, owner; David Kraus, lessee, and Fleming & Poillon, contractors	1,344
61ST ST, 231 and 233 West; Charles E. Dillon against N. T. Sprague, owner and contractor	175
62D ST, 101 East; Morris Suskind against Walker A. Hawes, owner; James Hughes and A. Noll, contractors	33
62D ST, 236 to 242 West; Samuel Kaplansky against Morris Mandelstein, owner and contractor	850
115TH ST, s s, 250 ft w of 9th Av, 25x100; Serafino Ruggia against Antonio Pucci, as contractor	26
115TH ST, s s, 110 ft e of Madison Av, 100x100; Pietro Corsa against W. H. Bedleston and Fhelen Emil, owners; Peter Indelli and Fhelen Emil, contractors	86
117TH ST, 35 to 41 West; Philip Celt against Dave Berton, owner; Isaac Sapirman, contractor	15
117TH ST, 35 to 41 West; Max Kirstel against Dave Berton, owner; Isaac Sapirman, contractor	20

BUILDING LOAN CONTRACTS, CHAPTER 418, LAWS OF 1897.

ELDRIDGE ST, 209 to 213; Pincus Lowenfeld and William Prager with Joseph Polstein and William Feinberg, 8 payments	$20,000
WENDOVER AV, n w corner of 3d Av, 94.1x37.6x irregular; Allen L. Mordecai with Louis Wirth, 6 payments	13,000
85TH ST, n s, 400 ft w of West End Av, 50x102.2; William E. D. Stokes with the Colonial Building Company, 13 payments	40,000

Lis Pendens.

CHRYSTIE ST, 185, rear of; Department of Buildings against Samuel Birnbaum and another, (violation of building laws;) attorney, E. Otterbourg.

SHERIDAN ST, n e corner of Barker Av, 75x91x75x90.8; Alfred Rossier against Ida L. Jenkins and others, (foreclosure of mortgage;) attorney, James J. Allen.

UNION ST, s w corner of Elliott Av, 49.10x101.4x16x105; Sheridan St, n s, 75 ft e of Barker Av, 25x91x irregular; Alfred Rossier against Ida L. Jenkins and others, (foreclosure of mortgage;) attorney, J. J. Allen.

WESTERN BOULEVARD, n s, 30 ft w of 93d St, 45.4x100x48.4x100.11; Edgar C. Fuller against William P. Rider, (accounting, &c.;)

2D ST, 32 East, and 34 Hester St; Margaret D. Griswold, by guardian, against James R. Griswold, (action to recover share, &c.;) attorneys, Daly, Hoyt & Mason.

20TH ST, 156 West; Mary E. Garlichs against Peter A. Arens and another, (foreclosure of mortgage;) attorney A. S. Luria.

45TH ST, s s, 365 ft w of 6th Av, 17.6x100.4; Frank H. Dayton against Alonzo P. Dayton and others, (partition;) attorneys, Fletcher, McCutchen & Brown, attorney, C. D. Rust.

58TH ST, n s, 200 ft w of 6th Av, 100x100.5x irregular; Anthony Lo Forte against Delphine S. Lo Forte and others, (partition;) attorney, J. W. Osborne.

64TH ST, n s, 250 ft w of 8th Av, 50x100.5; also 18 parcels in the City of Albany; Donald McCredie against James McCredie and others, (partition;) attorneys, Montignani, Mallory & Elmendorf.

90TH ST, s w corner of Columbus Av, 100x100.8; the Germanic Life Insurance Company against Jane M. Hamilton and others, (actions 11, 12, and 13, (foreclosure of mortgage;) attorneys, Hamilton and others.

115TH ST, n s, 195 ft e of 1st Av, 20x100.11; Edward B. McLaughlin against John T. McLaughlin and others, (partition;) attorney, J. Marks. Shipman, Larocque & Choate.

118TH ST, s s, 210 ft e of Lenox Av, 75x100.11; David Cohen against Dora Scheer, (action to declare deed a mortgage, &c.;) attorneys, Manheim & Manheim.

120TH ST, 237 West; Cecilia G. Wagner against Laura T. Clark and others, (foreclosure of mortgage;) attorneys, Grasmuck & Ostrander.

EXCURSIONS.

"AMERICA'S PLEASURE GROUNDS."

GLEN ISLAND

A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, magnificent aviary, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE Subject to Change)—STEAMERS LEAVE Cortlandt St. piers 8.45, 10.00, 11.00 A. M., 12.00 M., 1.3, 2.30, 3.30, P. M. So. 6th St., Brooklyn 9.05, 10.20, 11.20 A. M., 12.20, 1.50, 2.50, 3.50, P. M. East 22d St., 9.20, 10.45, 11.45 A. M., 12.45, 2.15, 3.15, 4.15 P. M. LEAVE GLEN ISLAND 11.00 A. M. for 32d St. and Cortlandt St., 12.0 M., 1.00 P. M. for Cortlandt St. only, 3, 5, 6, 7, P. M. for all landings. EXTRA BOATS SUNDAYS.

EXCURSION 40 CENTS.

Including Admission to all Attractions.

CONEY ISLAND.

CULVER ROUTE.

From 39th St. (Brooklyn) Ferry.

Ft. Whitehall St. (Battery), N. Y.

Boats Connecting with Express Trains. No Stops.

Leave Daily, 7:00 (except Sunday,) 8:00, 9:00, 10.00, 11:00 (11:30 Sundays only,) A. M., 12:00 noon, (12:30 Sundays only,) 12:40 (except Sundays,) 1:00 and every 20 minutes thereafter until 10:40 P. M. Frequent trains returning; last train leaves Coney Island at 11:34 P. M.

FARE 10 CENTS.

WEST POINT, NEWBURGH & POUGHKEEPSIE.

GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

From Brooklyn, Fulton St., (by Annex)....8 A. M.
" New York, Desbrosses St. Pier..8:40
" New York, West 22d St. Pier.......9
Returning, due in New York 5:30 P. M.

MORNING and AFTERNOON CONCERTS

MANHATTAN BEACH.

Trains leave New York, foot 34th St., E. R.: Week days, 5:40, 6:40, 7:40, 10:50 A. M.; 12:10, 1:00, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:00, 7:30, 8:10, 9:30, 10:10 and 10:50 P. M.

Leave New York, foot Whitehall St., via 39th St., Brooklyn Ferry: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M.; 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:20, 5:00, 5:40, 6:20, 7:00, 7:40, 8:20, 9:00, 9:40 and 10:20 P. M.

LEHIGH VALLEY SYSTEM,

CHAUTAUQUA EXCURSION

JULY 8TH, Tickets good until Aug. 8.

$10 ROUND TRIP $10

Tickets and information at all L. V. R. R. offices.

PUBLIC NOTICES.

AT A SPECIAL TERM OF THE SUPREME Court of the State of New York, held at Part I. thereof, at the County Court House in the Borough of Manhattan, in the City and County of New York, on April twenty-sixth, 1898.—Present: Hon. Henry Bischoff, Justice.—In the matter of the application of a majority of the Directors of BEECHING AND COMPANY, a domestic corporation, for a voluntary dissolution of said corporation.

On reading and filing the verified petition of William F. Loerner and Thomas Foley, a majority of the Board of Directors of Beeching and Company, a corporation organized under and by virtue of the laws of the State of New York, and having its principal place of business in the County of New York, verified April 15th, 1898, and notice of application for this order, with proof of due service of a copy of said petition and notice, and a copy of this proposed order on Hon. Theodore E. Hancock, Attorney General, and on motion of C. Arthur Coan, Esq., attorney for the petitioners, it is

Ordered, That all persons interested in said corporation, to wit, Beeching and Company, show cause before this Court, before Frank D. Arthur, Esq., counselor at law, who is hereby appointed referee for that purpose, at his office, Cotton Exchange Building, Hanover Square, in the Borough of Manhattan, City and County of New York, on July 28th, 1898, at 10:30 o'clock in the forenoon, or as soon thereafter as counsel can be heard, why the said corporation should not be dissolved, and it is further

Ordered, That a copy of this order be published at least once in each week of the three weeks immediately preceding the said 28th day of July, 1898, in The New York Times and in The New York Law Journal, two newspapers published in the City and County of New York.

Ent. FRANCIS M. SCOTT,
J. S. C.

[Seal.]
J. F. P.

A Copy.
WM. SOHMER,
Clerk.

jy7-1aw3wTh

CITY OF NEW YORK, DEPARTMENT OF TAXES AND ASSESSMENTS.

Stewart Building, 280 Broadway, July 5, 1898.

PUBLIC NOTICE is hereby given by the Commissioners of Taxes and Assessments that the Assessment Rolls of Real and Personal Estate in said City (Boroughs of Manhattan and the Bronx) for the year 1898 have been finally completed and have been delivered to and filed with the Municipal Assembly of said city, and that such Assessment Rolls will remain open to public inspection in the office of said Municipal Assembly for a period of fifteen days from the date of this notice.

Thomas L. Feitner, President; Edward C. Sheehy, Thomas J. Patterson, William F. Grell, Arthur C. Salmon, Commissioners of Taxes and Assessments.

REFEREES' NOTICES.

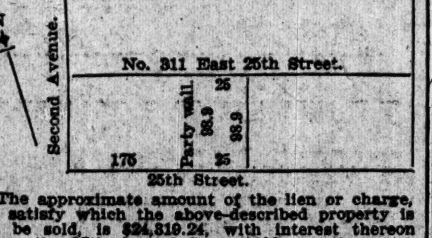
SUPREME COURT, COUNTY OF NEW YORK.—ALFRED SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and seventy-five (175) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue, running thence northerly parallel with Second Avenue, part of the way through a party wall, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly and along said centre line of the block twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the northerly side of Twenty-fifth Street; and running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet to the point or place of beginning, said premises being now known as Number 311 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898. RICHARD M. HENRY, Referee.

LACHMAN, MORGENTHAU & GOLDSMITH, Attorneys for Plaintiff, No. 35 Nassau Street, New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



The approximate amount of the lien or charge, to satisfy which the above-described property is to be sold, is $24,319.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $320.75, with interest from the fifth day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.80, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.

RICHARD M. HENRY, Referee.

jy7-2aw3wTh

CITY REAL ESTATE FOR SALE.

AUCTIONEER. AGENT.

Geo. R. Read

REAL ESTATE,

10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

MONEY TO LOAN ON BOND AND MORTGAGE AT 4, 4½, AND 5 PER CENT. THOMPSON & PALEN, 55 LIBERTY ST.

HOTELS.

FIFTH AVENUE HOTEL,

Madison Square, New York.

AMERICAN AND EUROPEAN PLANS.

The most famous representative hotel in America. New as the newest. Always fresh and clean. The location on Madison Square is the finest in the city.

HITCHCOCK, DARLING & CO.,
Cable Address "Fifth." Proprietors.

COUNTRY HOUSES TO LET—FURNISHED.

SOUTHAMPTON

& SHINNECOCK HILLS, L. I.

Furnished Cottages to rent. List new ready.

J. Metcalfe Thomas, 19 Liberty St.

INSTRUCTION.

STEVENS SCHOOL.

THE ACADEMIC DEPARTMENT OF THE STEVENS INSTITUTE OF TECHNOLOGY,

RIVER STREET,
between 5th and 6th Sts., Hoboken, N. J.

REOPENS SEPT. 14th, 1898.

Examinations for admission on the 12th and 13th of September.

Courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.

The rate of tuition for all classes is $150 per year, or $50 per term.

These terms include all the studies.

For catalogues apply to the Principal of Stevens School.

COLLEGE PREPARATORY DEPARTMENT OF the Ethical Culture Schools, 669 Madison Av., opens Oct. 3; terms, $200; a few free scholarships. PERCIVAL CHUBB, Principal.

The Misses Ely's School for Girls, RIVERSIDE DRIVE, 85th and 86th Streets, New York.

SUMMER RESORTS.

Saratoga Springs.

Saratoga.

The Grand Union

Special Terms per Week or Season.

WOOLLEY & GERRANS, Proprietors,
Saratoga Springs, New York.

Also Proprietors of HOTEL IROQUOIS, the only fireproof hotel in Buffalo.

HUESTIS HOUSE,

South Broadway, Saratoga Springs, N. Y. Open from May to November.

W. B. HUESTIS, Proprietor.

WORDEN'S HOTEL,

Broadway, corner Division St., Saratoga Springs, N. Y. Open year round. Elevator and steam heat. Rates $3 a day. W. W. WORDEN, Prop.

HOTEL DAVARDO,

Saratoga Springs, N. Y. Opens June 1. Located on North Broadway; acknowledged the "Unter den Linden" of America; perfect appointments and service. Send for booklet. D. E. WING, Prop.

Richfield Springs.

Richfield Springs, N. Y.

On Lake Canadarago, 1,750 feet above sea level.

HOTEL EARLINGTON,

Full orchestra and concerts daily.

ST. JAMES HOTEL,

Located in Earlington Park. Moderate rates. BOATING—GOLF—BICYCLE OVAL.

BATHING ESTABLISHMENT

opposite Hotel Earlington.

THE GREAT WHITE SULPHUR SPRINGS.

European methods for treatment of Rheumatism, Gout, Sciatica, Insomnia, and Kidney Diseases. Diagram of rooms, rates, and all information sent on application.

E. M. EARLE & SON.

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CATSKILL MOUNTAINS.
KISKATOM RETREAT HOUSE.

26th season: $5 to $8 per week; low rates for June free boating and fishing; high elevation; grand mountain scenery; location unsurpassed; table and beds first class; plenty of shade. W. P. FISHER, KISKATOM, Greene Co., N. Y.

CATSKILL MOUNTAIN HOUSE.

CATSKILL, N. Y. OPEN JUNE 2d

New England.

OCEAN HOUSE, NEWPORT, R. I.

Opens June 25.

WARREN LELAND, Jr., Manager.

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Surrounded by a large grove of beautiful pines, and overlooking the valleys of the Connecticut and White Rivers. Sanitary drainage; modern improvements. Accommodations 100; Terms Low.

Miscellaneous.

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Fine, dry climate. "Westport Mountain Spring Water." Health record very high. No mosquitoes.

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ADIRONDACKS.

PICTURESQUE AND POPULAR.

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Open June first. Special rates for June. Illustrated pamphlet on application. Golf links.

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SUMMER RESORTS.

Adirondacks.

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8:33 A. M. Through Wagner Parlor Cars via Utica.
7:40 P. M. Through Wagner Sleeping Cars via Utica.

FULTON CHAIN, Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M., ar. Old Forge, 4:30 P. M., 7:30 A. M.

6 P. M. PEOPLE'S LINE STEAMERS ADIRONDACK AND DEAN RICHMOND from Pier 41, ft. Canal St., N. R., daily, except Sunday, connecting at Albany with express trains: 6:50 A. M. over D. & H., for Saratoga, Lake George, Schroon Lake, Blue Mountain, Elizabethtown, Saranac, & Lake Placid; 11:13 A. M. over Adirondack Division N.Y.C., for Fulton Chain, Saranac, Lake Placid, Paul Smith's.

8:40 A. M. ALBANY DAY LINE from Desbrosses St., 9:00 A. M. from West 22d St. Daily except Sundays. Special train from Albany to Saratoga & Lake George. Direct connections for the Adirondacks, Hotel Champlain & Montreal.

LAKE PLACID, N. Y.

RUISSEAUMONT T. E. KRUMBHOLZ.—Lve N.Y.C., G.C.S., 8:33 AM, 7:40 PM; arrive 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

STEVENS HOUSE Lve. N.Y., G.C.S., 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 AM, and, via Chateaugay, 11:30 AM.

LAKE PLACID HOUSE G. W. CUSHMAN & SON.—Leave N. Y. 8:33 AM, 7:40 PM; ar. 7:10 PM, 7 & 11:30 AM

PAUL SMITH'S, N. Y.

PAUL SMITH'S, PAUL SMITH HOTEL CO., PAUL SMITH'S, N. Y.—Leave New York City, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:30 P. M. and 6:11 A. M.

LAKE MASSAWEPIE.

HOTEL CHILDWOLD, CHILDWOLD PARK, N. Y.—CHARLES E. LELAND. Leave New York, Grand Central Station, 8:33 A. M. and 7:40 P. M.; arrive 6:27 P. M. and 6 A. M.

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Summer Homes on Long Island.

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"Long Island," an illustrated descriptive book, and "Summer Homes," a book describing hotels and boarding houses on Long Island, free upon application, at 113, 950, 1,313 Broadway; ticket offices foot of East 34th St. and James' Slip, foot New Chambers St., New York; 333 Fulton St., Eagle Summer Resort Bureau, and Flatbush Av. station L. I. R. R., Brooklyn, or send (6) cents in stamps for "Long Island," or (4) cents for "Summer Homes," to H. M. SMITH, Traffic Manager, L. I. R. R., Long Island City, New York.

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Directly on Great South Bay and Dunton Lake; bathing, (fresh and salt water,) boating, fishing, driving, and wheeling. SAM. E. JOHNSON.

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Every modern hotel equipment. Capacity 300. Evening dinners. Otis elevator. Orchestra. Illustrated booklet. WRIGHT & FROST.

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& EIGHT COTTAGES. BERNARDSVILLE, N. J. Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

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THE TREMONT,

SEA GIRT, N. J.

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I. STROUD HINKSON.

SURROGATE NOTICES.

CROW, MARGARET.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MARGARET CROW, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 150 Nassau Street, in the City of New York, Borough of Manhattan, on or before the 23d day of September next.—Dated New York, the 16th day of March, 1898. JAMES CROW, Administrator. SHAW, BALDWIN & STOTESBURY, Attorneys for Administrator, 150 Nassau Street, Borough of Manhattan, New York City.

mh17-1aw6mTh.

FRANKE, EDWARD.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against EDWARD FRANKE, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 30 West 114th Street, in the City of New York, on or before the 12th day of September, 1898, next.—Dated New York, the 9th day of March, 1898. ALBERT FRANKE, Executor; JOSEPHINE FRANKE, Executrix. SIMON SULTAN, Att'y for Executors, 87 Nassau Street, N. Y. City.

mh10-1aw6mTh

POPE, JENNIE BROOKFIELD.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against JENNIE BROOKFIELD POPE, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of William Henry Haldane, No. 52 William Street, in the City of New York, on or before the 13th day of July next.—Dated New York, the 5th day of January, 1898. CHARLES F. POPE, Administrator. WILLIAM HENRY HALDANE, Attorney for Administrator, 52 William Street, New York City.

ja6-1aw6mTh.

PULGARON, FRANCISCO VALDES.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FRANCISCO VALDES PULGARON, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at her place of transacting business, No. 276 Fourth Avenue, in the City of New York, on or before the seventh day of October next.—Dated New York, the sixth day of April, 1898. ELENA FITZGERALD DE PULGARON, Administratrix, with the will annexed. HORATIO S. RUBENS, Atty. for Administratrix, 56 New Street, New York City.

apr7-1aw6mTh

HELLER, WILLIAM S.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against WILLIAM S. HELLER, late of the City of New York, in the County of New York, deceased, to present the same with vouchers thereof to the subscriber, at her place of transacting business, at the office of Evartr & Moffat, No. 63 Wall Street, in the City of New York, on or before the twentieth day of September next.—Dated New York, the 17th day of March, 1898. ALICE M. HELLER, Administratrix. EVARTS & MOFFAT, Attorneys for Administratrix, 63 Wall St., New York City.

mh17-1aw6mTh

SURROGATE NOTICES.

HOEGER, FRANZ XAVER.—The People of the State of New York, by the grace of God free and independent, to Xaver Schaidler, Christina Rohrl, Amalia Enslein, Anna Trinkwalter, Leopold Schaidler, Marie Kleber, Mrs. Maria Metzger, Mrs. Amalia Zwecki, Johann Sporl, Karl Sporl, Fani Sporl, Auguste Sporl, Mrs. Theresia Seifried, Mother Caroline Sporl, also known as Adelheid Sporl, Louisa Wolfrum, Mrs. Karoline Wek, Armin Hoeger, Friedericka Gorman or Germann, and to all persons interested in the estate of FRANZ XAVER HOEGER, late of the City of New York, deceased, as creditors, legatees, next of kin, or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the County of New York, at the Surrogate's Court of said county, held at the County Court House in the City of New York, on the twenty-ninth day of July, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Friedericka Hoeger as executrix of the last will and testament of said deceased, and such of you as are hereby cited as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto

[L. S.] affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said county, at the City of New York, the 11th day of June, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogate's Court.

QUINCY, WENDEL & ROBESON, Attorneys for Petitioner, 280 Broadway, N. Y. City.

je16-1aw6wTh.

SPRATT, JULIA ANN.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against JULIA ANN SPRATT, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, at the office of John F. Ward, No. 115 Nassau Street, Borough of Manhattan, in the City of New York, on or before the 22d day of October, 1898, next.—Dated New York, the 14th day of April, 1898. JOHN J. McKEW, JOHN J. TOWER, Executors. JOHN F. WARD, Attorney for Executors, 115 Nassau Street, Borough of Manhattan, New York City.

ap14-1aw6mTh

SCOTT, LEONARD.—The people of the State of New York, by the grace of God free and independent, to Eva S. Fenyes, Eva S. Fenyes, Trustee; Leonora S. Muse, James B. Scott, Charlotte J. Kitts, Matilda Martin, John Whitmore, Joel S. Whitmore, James Weeks, Carolina Perkins, Lavinia Chamberlan, Sarah A. Danover, Margaret A. Norcross, Caroline K. Day, Howard Scott, Willis Scott, Emma Scott, Rebecca W. Hobbs, William A. Scott, Joel C. Scott, Saida M. S. Palmer, Jewett Palmer, Lydia Cameron, and to all persons interested in the estate of LEONARD SCOTT, late of the City of New York, deceased, as creditors, next of kin, or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said City and County, held at the County Court House in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of The United States Trust Company, as administrator, with the will annexed, of the goods, chattels, and credits of said deceased, and such of you as are hereby cited as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the City and County of New York to be hereunto af-

[L. S.] fixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said City and County, at the City of New York, the 25th day of June, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogate's Court.

HORATIO C. KING, Attorney for Adm., &c., 375 Fulton St., Brooklyn, N. Y.

je30-1aw6wTh

PATRICK, ELSIE.—The people of the State of New York, by the grace of God free and independent: To John H. Patrick, Alice N. Perkins, Alice N. McDougall, Charles McDougall, Caroline Ray, Robert M. Patrick, Sarah M. Petersen, Benjamin H. Patrick, James M. Patrick, Margaret Patrick, administratrix, &c., of William S. Patrick; John H. Thorne, William P. Thorne, Sarah Johnston, Elida Rouse, Sarah E. Macdonald, Abner L. Ely, Edward B. Read, Calvin Read, Elsie R. Wagoner, John E. Burns, Helen M. Studwell, E. Reed Burns, Henry Jenkins Reed, executor, &c., of Charlotte Reed, and to all persons interested in the estate of ELSIE PATRICK, late of the City of New York, deceased, as creditors, legatees, next of kin, or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogates' Court of said city and county, held at the County Court House in the City of New York on the twenty-ninth day of July, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Martin V. B. Wagoner, as executor of the last will and testament of said deceased and such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogates' Court of the said City

[L. S.] and County of New York to be hereunto affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said city and county, at the City of New York, the 13th day of June, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogates' Court.

EUGENE SMITH, Atty. for Exr., 31 Nassau St., N. Y. City.

je16-1aw6wTh

HOTOP, FRANZ JOSEPH.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FRANZ JOSEPH HOTOP, sometimes known as Francis Joseph Hotop, and sometimes known as Francis J. Hotop, late of the City of Dresden, Empire of Germany, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Duer, Strong & Jarvis, No. 50 Wall Street, in the City of New York, on or before the first day of August next.—Dated New York, the 25th day of January, 1898. EDMUND PAVENSTEDT, Ancillary Executor. DUER, STRONG & JARVIS, Attys. for Ancillary Executor, 50 Wall St., N. Y. City.

ja27-1aw6mTh

NICHOLSON, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT NICHOLSON, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 148 East 16th Street, in the City of New York, on or before the 15th day of September next.—Dated New York, the 8th day of March, 1898. MARY STEBBINS SMITH, Administratrix. STEBBINS SMITH, Attorney for Executrix, 148 East 16th Street, New York City.

mh10-1aw6mTh

MAGRATH, PATRICK J.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims or demands against PATRICK J. MAGRATH, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers, at the law office of James Conkling, Main Street, village of Port Chester, Westchester County, N. Y., on or before the 20th day of December, 1898.—Dated New York, June 16th, 1898. JAMES CONKLING, JOHN H. CLINTON, Administrators.

je16-1aw6mTh

SURROGATE NOTICES.

WILSON, JOHN T.—The People of the State of New York, by the grace of God free and independent, to Eliza Wilson, John T. W. Jennings, John H. Morris, the Washington Life Insurance Company of the City of New York, and to all persons interested in the estate of JOHN T. WILSON, late of the City of New York, deceased, as creditors, legatees, next of kin, or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the County of New York, at the Surrogates' Court of said county, held at the County Court House in the City of New York, Borough of Manhattan, on the 29th day of July, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of John H. Morris, John M. Scribner, and Ira D. Warren, as executors of the last will and testament of said deceased, and such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogate's Court of the said City and County of New York to be hereunto

[L. S.] affixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said city and county, at the City of New York, the 2d day of June, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogates' Court.

je9-1aw6wTh.

STEIN, CHRISTIAN.—The people of the State of New York, by the grace of God free and independent, to Caroline Stein, Mathilde Ponndorf, Heinrich Stein, Katherine Mälzer, Wilhelm Stein, Jacob Stein, Ferdinand Stein, and Friedrich Peter, the heirs and next of kin of CHRISTIAN STEIN, deceased, send greeting:

Whereas, Conrad Stein, of the City of New York, has lately applied to the Surrogate's Court of our County of New York to have a certain instrument in writing, bearing date the 18th day of August, 1887, relating to personal property, duly proved as the last will and testament of CHRISTIAN STEIN, late of the County of New York, deceased; therefore, you, and each of you, are cited to appear before the Surrogate of our County of New York, at his office in the County of New York, on the twenty-ninth day of July, one thousand eight hundred and ninety-eight, at half-past ten o'clock in the forenoon of that day, then and there to attend the probate of the said last will and testament.

And such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said County of New York to be hereunto affixed.

[L. S.] Witness, Hon. John H. V. Arnold, a Surrogate of our said County of New York, at said county, the 6th day of June, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogate's Court.

MICHAEL C. GROSS, Atty. for Proponent, 3 Chambers St., Borough of Manhattan, New York City.

je9-1aw6wTh&jl21.

STEEGER, MARGARETHA.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the County of New York, notice is hereby given to all persons having claims against MARGARETHA STEEGER, late of the Borough of Manhattan, New York City, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, No. 143 East Thirty-first Street, in the Borough of Manhattan, in the City of New York, on or before the 3d day of November, 1898, next.—Dated New York, the 13th day of April, 1898. HENRY STEEGER, Administrator. PHILLIPS & AVERY, Attorneys for Administrator, Tribune Building, 154 Nassau Street, New York City.

ap14-1aw6mTh

PATTERSON, JAMES.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against JAMES PATTERSON, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, Room 401, No. 97 Cedar Street, in the City of New York, on or before the first day of September next.—Dated New York, the first day of February, 1898. ADOLPHUS D. PAPE, Executor. ALVIN SUMMERS, Attorney for Executor, 97 Cedar Street, N. Y.

f3-1aw6mTh

GUTTENTAG, ERHARD.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ERHARD GUTTENTAG, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber at her place of transacting business, No. 34 Nassau Street, in the City of New York, on or before the 10th day of December, 1898. THERESA RAPP, Executrix. LYON & SMITH, Attorneys for Executrix, 34 Nassau St., N. Y. City.

PINKHAM, BENJAMIN F.—The people of the State of New York, by the grace of God free and independent: To Jason Pinkham, Lydia A. Barker, Mary J. C. George, Nancy P. Glover, Eliza S. P. Spaulding, Edward B. Sargent, Annie E. Knight, Martha A. Achorn, William Wright, Everett E. Pinkham, Philip Marr, Sidney C. Pinkham, Willis H. Pinkham, Clara E. Marr, Merrit P. Pinkham, Frederick Alexander, Margueritta Alexander, and to all persons interested in the estate of BENJAMIN F. PINKHAM, late of the City of New York, deceased, as creditors, next of kin, or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogates' Court of said City and County, held at the County Court House, in the City of New York, on the nineteenth (19th) day of July, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Jason Pinkham and Nellie C. Alexander, as administrators of the goods, chattels, and credits of said deceased, and such of you as are hereby cited as are under the age of twenty-one years are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof we have caused the seal of the Surrogates' Court of the City and County of New York to be hereunto af-

[L. S.] fixed. Witness, Hon. Frank T. Fitzgerald, a Surrogate of our said City and County, at the City of New York, the 18th day of May, in the year of our Lord one thousand eight hundred and ninety-eight.

J. FAIRFAX McLAUGHLIN,
Clerk of the Surrogates' Court.

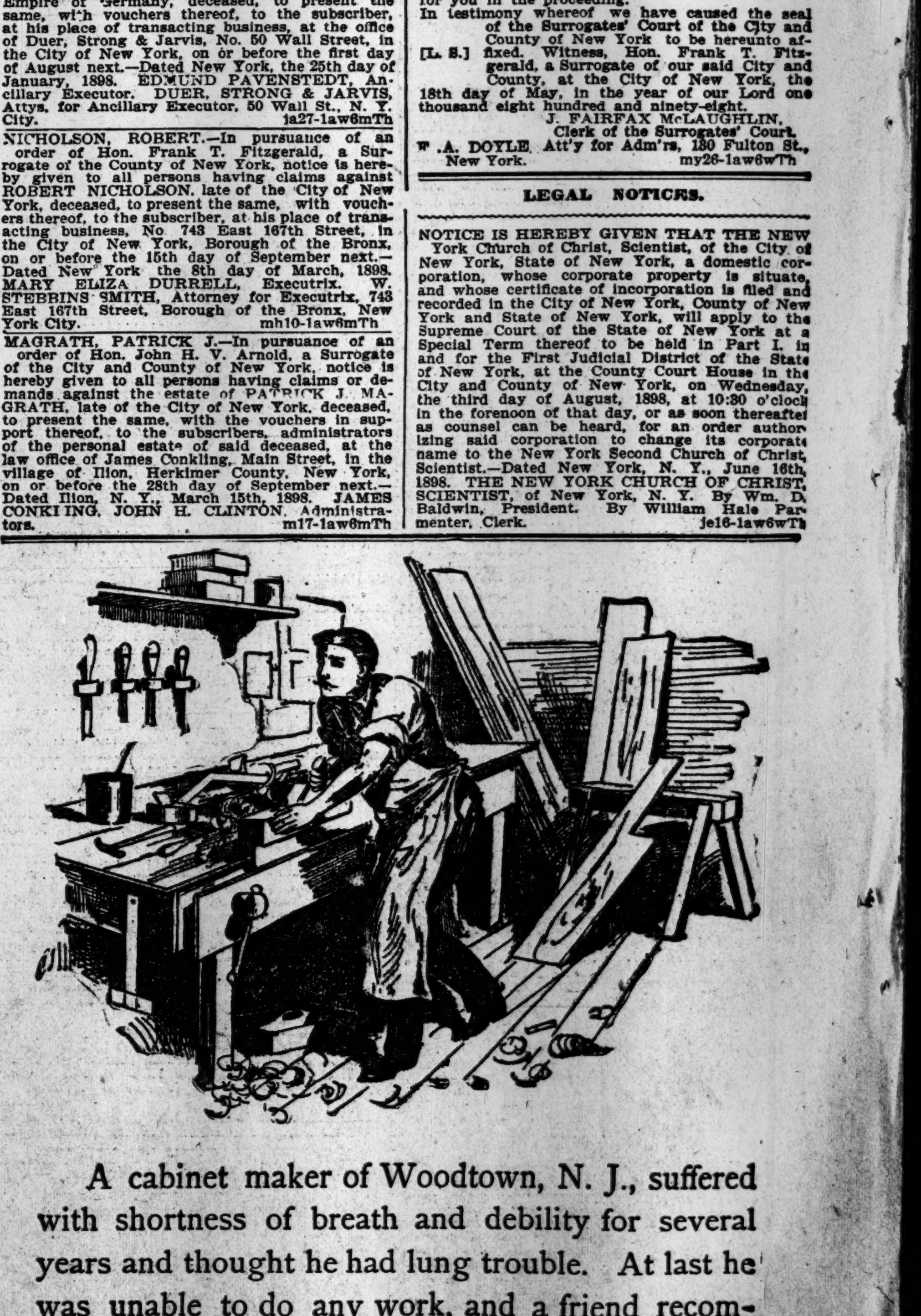
W. A. DOYLE, Att'y for Adm'rs, 130 Fulton St., New York.

my26-1aw6wTh

LEGAL NOTICES.

NOTICE IS HEREBY GIVEN THAT THE NEW YORK Church of Christ, Scientist, of the City of New York, State of New York, a domestic corporation, having its principal place of business in the City of New York, State of New York, will apply to the Supreme Court of the State of New York, at a Special Term thereof to be held at Part I. thereof, in the County Court House in the City of New York, on the first day of August, 1898, at 10:30 o'clock in the forenoon of that day, for leave to change its name to THE NEW SECOND CHURCH OF CHRIST, Scientist, of the City of New York.—Dated New York, June 16th, 1898. THE NEW YORK CHURCH OF CHRIST, SCIENTIST, of the City of New York, by Sarah C. Baldwin, President. By William Hale Parmenter, Clerk.

je16-1aw6mTh



A cabinet maker of Woodtown, N. J., suffered with shortness of breath and debility for several years and thought he had lung trouble. At last he was unable to do any work, and a friend recommended Ripans Tabules. "After using one-fourth of a large bottle," he says, "I was like a new man, and continue to feel so. I can not say enough for them."

A new style packet containing TEN RIPANS TABULES in a paper carton (without glass) is now for sale at some drug stores—FOR FIVE CENTS. This low-priced sort is intended for the poor and the economical. One dozen of the five-cent cartons (120 tabules) can be had by mail by sending forty-eight cents to the RIPANS CHEMICAL COMPANY, No. 10 Spruce Street, New York—or a single carton (TEN TABULES) will be sent for five cents.

REFEREES' NOTICES.

NEW YORK SUPREME COURT, COUNTY OF New York.—WILLIAM C. DEMOREST, plaintiff, against THERESA LYNCH et al., defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the second day of May, 1898, I, the undersigned, referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City, County, and State of New York, on Thursday, the seventh day of July, 1898, at 12 o'clock noon on that day, by William Kennelly, auctioneer, the premises described in the said judgment as follows:

All those certain lots, pieces, or parcels of land formerly situate in the Town of Westchester, County of Westchester, and now situate in the Borough of Bronx, City of New York, and State of New York, known and designated upon the revised map of the Givan Homestead, situated in the Town and County of Westchester, New York, made by or under the direction of Philo T. Ruggles, Esq., referee, and filed in the Register's office of Westchester County on the 22d day of May, 1889, as follows: Parcels one to five, both inclusive; numbers eleven to eighteen, both inclusive; numbers twenty-nine to thirty-six, both inclusive; plots numbers six and seven; plots numbers nineteen to twenty-two, both inclusive; plots numbers thirty-seven to thirty-nine, both inclusive; plots numbers fifty to fifty-three, both inclusive; plots numbers sixty-six to seventy-one, both inclusive; plots numbers eighty-one to eighty-three, both inclusive; plots numbers ninety-two to ninety-five, both inclusive; plots numbers forty-eight and forty-nine; plots numbers eight and nine; plots numbers fifty-four to fifty-nine, both inclusive; plots numbers eighty-four to eighty-seven, both inclusive; plots numbers seventy-two to seventy-five, both inclusive; plots numbers ninety-six to ninety-nine, both inclusive; plots numbers twenty-three to twenty-six, both inclusive; plots numbers forty to forty-two, both inclusive; plots numbers ten, twenty-seven, twenty-eight, forty-three, forty-four, forty-five, forty-six, forty-seven, eighty-eight to ninety-one, both inclusive; plots numbers one hundred to one hundred and five, both inclusive; plots sixty to sixty-five, both inclusive; plots numbers seventy-six to seventy-nine, both inclusive; plots numbers one hundred twenty-five to one hundred and thirty-seven, both inclusive; being the same premises conveyed to one William P. Lynch, by deed bearing even date with the said mortgage.—Dated New York, June 15th, 1898. SAMUEL B. HAMBURGER, Referee.

BOWERS & SANDS, Plaintiff's Attorneys, 31 Nassau Street, New York City.

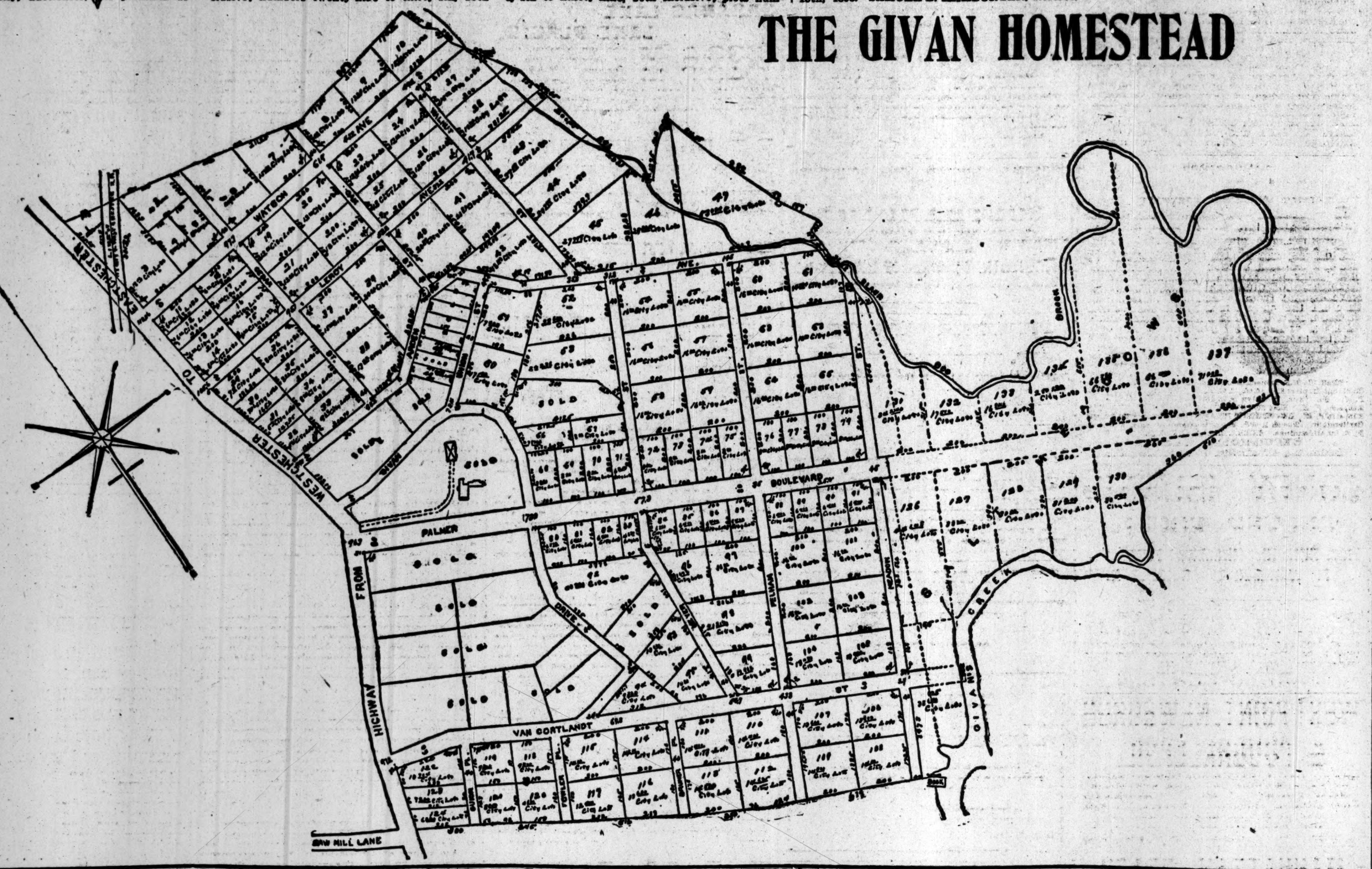
The following is the map or diagram of the property referred to in the foregoing notice of sale:

The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $80,425.88, and of taxes, assessments, and water rates, $2,532.32.

SAMUEL B. HAMBURGER, Referee.

BOWERS & SANDS, Plaintiff's Attorneys.

THE GIVAN HOMESTEAD



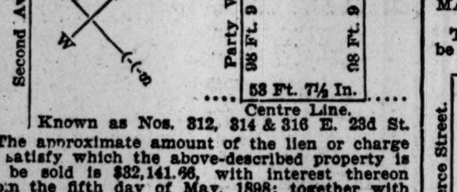
TWENTY-THIRD STREET.—New York Supreme Court, County of New York.—MARY A. CAFFREY, plaintiff, against HERBERT L. MASON and others, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the eleventh day of May, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City, County, and State of New York, on Monday, the 18th day of July, 1898, at 12 o'clock noon on that day, by Bryan L. Kennelly, auctioneer, the premises directed by said judgment to be sold, and therein described as follows: All those lots of land situate, lying, and being in the City of New York, Borough of Manhattan, bounded and described as follows: Beginning at a point on the southerly side of Twenty-third Street, which point is distant one hundred and seventy-one feet four and one-half inches easterly from the corner formed by the intersection of the easterly side of Second Avenue with the southerly side of Twenty-third Street, running thence easterly and along the southerly side of Twenty-third Street fifty-three feet seven and one-half inches; thence southerly and parallel with Second Avenue ninety-eight feet nine inches to the centre line of the block between Twenty-second and Twenty-third Streets; thence westerly and parallel with Twenty-third Street, along said centre line, fifty-three feet seven and one-half inches; thence northerly and parallel with Second Avenue, ninety-eight feet nine inches to the southerly side of Twenty-third Street to the point or place of beginning, be said dimensions more or less; the westerly wall on the parcel of land above described being a party wall.—Dated New York, June 23d, 1898.

JOSEPH McELROY, Jr., Referee.

HENRY KROPF, Plaintiff's Attorney, 120 Broadway, Borough of Manhattan, New York City, N. Y.

The following is a diagram of the property:



Known as Nos. 312, 314 & 316 E. 23d St.

The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $32,141.66, with interest thereon from the fifth day of May, 1898; together with costs and allowances amounting to $351.94, with interest thereon from May 11th, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $677.77 and interest and penalties thereon.—Dated June 23d, 1898.

JOSEPH McELROY, Jr., Referee.

SUPREME COURT, COUNTY OF NEW YORK.—THE COOK & BERNHEIMER CO., plaintiff, against ANTONIA POLLOCK, individually and as administratrix, and others, defendants.

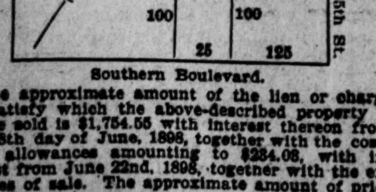
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the 22nd day of June, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the Exchange Sales Rooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 20th day of July, 1898, at 12 o'clock noon on that day, by Peter F. Meyer & Co., auctioneers, the premises directed by said judgment to be sold and therein described as follows:

All that certain lot, piece, or parcel of land situate, lying, and being at East Morrisania, in the 23rd Ward of the City and County of New York, in the State of New York, being part of the lot known and distinguished on a certain map entitled Map of Wilton, Port Morris and East Morrisania, Town of Morrisania, Co. of Westchester, N. Y., surveyed by O. C. Buckhout, Civil Engineer, N. Y., July 12, 1857, and now on file in the Register's office of the County of Westchester by the No. 66, (sixty-six,) and bounded and described as follows, viz.: Beginning at a point on the northwesterly side of the Southern Boulevard, (formerly Beach Avenue,) distant southwesterly one hundred and twenty-five (125) feet from the southwesterly corner of said Southern Boulevard and 145th Street; and running thence northwesterly along lot No. 67 on said map and parallel with said 145th Street one hundred feet (100); thence southwesterly and parallel with said Southern Boulevard twenty-five (25) feet; thence southeasterly through the centre of said lot No. 66 and parallel with said 145th Street, one hundred (100) feet to said northwesterly side of said Southern Boulevard; and thence northeasterly along the same twenty-five (25) feet to the point or place of beginning, containing all the land within said bounds.—Dated New York, June 25th, 1898.

DANIEL P. INGRAHAM, Referee.

PLATZEK, STROOCK & HERZOG, Attorneys for Plaintiff, 320 Broadway, New York City.

The following is a diagram of the property:



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold is $1,754.55 with interest thereon from the 8th day of June, 1898, together with the costs and allowances amounting to $234.08, with interest from June 22nd, 1898, together with the expenses of sale. The approximate amount of prior mortgages, taxes, assessments, or other liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $1,200.—Dated New York, June 25th, 1898.

DANIEL P. INGRAHAM, Referee.

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SURROGATE NOTICES.

HAYDOCK, GEORGE G.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the County of New York, notice is hereby given to all persons having claims against GEORGE G. HAYDOCK, late of the City of New York, (Borough of Manhattan,) deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the offices of Eastman & Eastman, No. 141 Broadway, in the Borough of Manhattan, City of New York, on or before the twelfth day of December next.—Dated New York the 8th day of June, 1898. JOSEPH W. TILTON, EDWARD L. TILTON, ROBERT R. HAYDOCK, Executors. EASTMAN & EASTMAN, Attorneys for Executors, 141 Broadway, Manhattan, New York. [illegible]

SUPREME COURT, COUNTY OF NEW YORK.—ISIDORE S. KORN and MAX S. KORN, plaintiffs, against ALBINA B. FRIEDLINE and JOSEPHINE KORN, defendants.

In pursuance of a judgment of foreclosure and sale, duly made and entered in the above entitled action, bearing date the 5th day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Sales Rooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 29th day of July, 1898, at 12 o'clock noon, on that day, by William M. Ryan, Auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land situate, lying, and being in the Eighth Ward (now the Ninth Ward) of the City of New York, and is bounded southerly, in front, by Commerce Street; northerly by Lot Number Twenty-one; easterly by Lot Number Twenty-five, and westerly by Lot Number Twenty-six, and containing in front, on Commerce Street, fourteen feet and ten inches, and in the rear ten feet and eleven inches, on the easterly side seventy-five feet, and on the westerly side seventy-five feet and two inches.

Also, all that certain lot, piece, or parcel of land situate, lying, and being in the Eighth Ward (now the Ninth Ward) of the City of New York, which is known and distinguished on a map or chart of the lands of the late Elbert Rosevelt as Number Twenty-five, and is bounded southerly, in front, by Commerce Street, northerly, in the rear, by Lot Number Twenty-one, easterly by lot Number Twenty-four, and westerly by a gore of ground hereinbefore described, and containing in breadth in front and rear twenty-five feet, and in length on each side seventy-five feet.

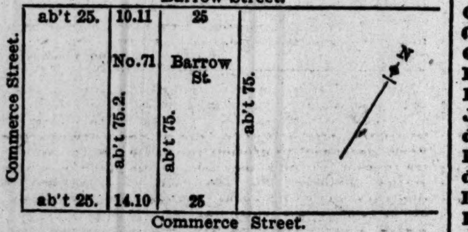
Said premises being known as Lot Number Seventy-one Barrow Street, with the lot adjoining the same on the west and the premises in the rear of both of the same on Commerce Street, together with the buildings and improvements thereon.

Said premises are embraced within Section 2, Block 584, on the Land Map of the City of New York.—Dated New York, July 6, 1898.

EDWARD J. GAVEGAN, Referee.

MAURICE S. COHEN, Attorney for Plaintiffs, No. 44 Broadway, N. Y. City.

The following is a diagram of the property to be sold:



The approximate amount of the lien or charge to satisfy which the above described property is to be sold, is Fourteen Thousand and Sixty-nine 99-100 Dollars, with interest thereon from the 23d day of June, 1898, together with costs and allowances amounting to Three Hundred and Twenty-one 85-100 Dollars, with interest from 5th day of July, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments, or other liens, which are to be allowed to the purchaser out of the purchase money, or paid by the referee, is $122 and interest.

Said premises will be sold subject to a prior mortgage lien bearing date 4 January, 1898, of $36,000, held by the N. Y. Savings Bank, the amount of which, with interest at 4½% accrued from March 2, 1898, will be allowed to the purchaser out of the purchase money.—Dated New York, July 6, 1898.

EDWARD J. GAVEGAN, Referee.

SUPREME COURT—COUNTY OF NEW YORK.—RICHARD SIEGMAN, plaintiff, against DANIEL BOEHAN and others, defendants.

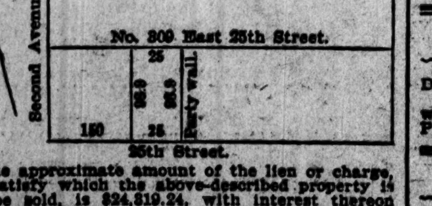
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above-entitled action, bearing date the fifth day of July, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the New York Real Estate Salesroom, No. 111 Broadway, in the City of New York, Borough of Manhattan, on the 28th day of July, 1898, at twelve o'clock noon on that day, by William Kennelly, Esq., auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land, with the building thereon erected, situate, lying, and being in the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Twenty-fifth Street, distant one hundred and fifty (150) feet easterly from the corner formed by the intersection of the northerly side of Twenty-fifth Street with the easterly side of Second Avenue; running thence northerly, parallel with Second Avenue, ninety-eight (98) feet and nine (9) inches to the centre line of the block; running thence easterly, and along the said centre line of the block, twenty-five (25) feet; running thence southerly, and again parallel with Second Avenue, and part of the way through a party wall, ninety-eight (98) feet and nine (9) inches, to the northerly side of Twenty-fifth Street; running thence westerly, and along said northerly side of Twenty-fifth Street, twenty-five (25) feet, to the point or place of beginning, said premises being now known as Number 309 East Twenty-fifth Street, in the City of New York.—Dated New York, July 7th, 1898.

RICHARD M. HENRY, Referee.

LACHMAN, MORGENTHAU & GOLDSMITH, Attorneys for Plaintiff, No. 35 Nassau Street, New York City, Borough of Manhattan.

The following is a diagram of the premises referred to in the foregoing notice of sale:



The approximate amount of the lien or charge to satisfy which the above-described property is to be sold, is $24,819.24, with interest thereon from the 27th day of June, 1898, together with costs and allowance, amounting to $229.75, with interest from the 5th day of July, 1898, together with the expenses of sale. The approximate amount of taxes, assessments, and water rates is $741.90, with interest, such amount to be allowed to the purchaser out of the purchase money, or paid by the referee.

RICHARD M. HENRY, Referee.

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THE NEW YORK TIMES.

"All the News That's Fit to Print."

HOTELS OF THE WORLD.

This list appears Thursdays and Sundays.

HOTEL INFORMATION FREE.

For Booklets of American, European Hotels,

SUMMER RESORTS

rates, call or address, (send stamp,) HOTEL TARIFF BUREAU, 63 Fifth Ave., New York.

HOTEL POCKET GUIDE GRATIS

e.p. means European plan, a.p., American; op., open

Albany, N. Y......Hotel Kenmore, a. p., $3 up
Adirondacks, Childwold Htl, (C.E.Leland,) ap
do Schroon Lake, Leland House, (C. T. Leland)
Algonquin Hotel, (St.Andrews,N.B.)ap.$3.50up
Asbury Park, Coleman House. (23d Season.) Directly on Beach. Special family rates. Booklets.
Asbury Park, Hotel Columbia, a. p., $3 to $4
do Htl.Monmo'th,(Beach front,)$3up.W.Applegate
do ......Ocean Hotel, (Largest.) Atkins & Sons
do West End Hotel......Open June 22, ap, $3 up
do Sunset Hall (Superior Hotel,) J.W.Rockafeller
Arverne-by-Sea, L.I.ArverneHtl, ap,$4up.B'ks
Avon-by-Sea, N.J., Avon Inn(F.E.Foster.)Books.
do The Oxford, Op.Je to Oct.(Boggs Bros.,Prs.)
do The Berwick, (Directly on bch.)R.B.Hughes
Baltimore, Md...The Carrollton, a. p., $2.50 up
Bath Beach, L. I...Fort Lowery Hotel, a. p
Beach Bluff, Mass.Hotel Preston opens June 22
Bernardsville, N.J. Somerset Inn,Ap.30 to Nov.1
Brooklyn, N. Y....Mansion House, a. p., $3 up
Block Ild, R. I..The National. Send for rates.
do The Manisses & Cottages.(C.E. & E.A. Brown)
do Eureka Hotel, a. p., $2 up. (M. A. Ball.)
Cape May, N.J.Congress Hall. New management
Catskill, N.Y.**Prospect Park Htl.** Overlooking the Hudson. Op. to Nov. 1. J.S.Briggs, Prop
Catskill Mt.Hse. Op.Je 25.(3½hours from N.Y.)
Catskill Mts., Hunter.Htl.St.Charles. Ap, $3 up
Cayuga Lake House,Sheldrake,N.Y.Opens June 14
Chicago, Ill.The Virginia, ap, 3.50 up, ep, 1.50 up
Deal, N.J. Hathaway Inn.Op. yrly.A.L. Marsh,Pr
Fisher's Island, N.Y.Mansion House,ap,3.50up
Jamestown, R. I...Prospect House, Ap. $3 up
do ....**Bay View House**, Ap. $3 up
Lake George, N. Y.Lake House, a. p., $3.50 up
do The Marion, a. p., $2 up. (H. R. Ryalls, Mgr.)
Lake Mahopac, N. Y.Thompson's Hotel, ap, $4
London, Eng..........Hotel Cecil, e. p., $2 up
do ....Langham Hotel, (En-Pension, $2)
London Brunswick Htl.(Jermyn St.) redecorated; latest scientific sanitation; patronized by nobility.
London. (Westminster).St. Ermin's, high-class. Unexcelled for luxury, comfort, cuisine, ep, $1 up
Long Branch, N.J.TheHowland and Scarboro.
do ....United States Hotel, Ap. $3 up
Magnolia, Mass. ..The Hesperus. A. p., $4 up
Middletown Sprgs, Vt...The Montvert, ap, $4 up. Mineral Springs. Scientific WATER CURE.
Nantasket Beach, Mass. Atlantic House. Ap
Narragansett Pier. The Rockingham,Ap.$4up
Narragansett Pier. The Massasoit opens Je 1
Netherwood, N.J.Hunterston Htl,ap,17.50upwk
Newburg, N.Y. The Palatine,90 min. from N.Y.
New Orleans, La..New St. Charles, a. p., $4 up
do ....Hotel Grunewald, e. p., $1 up
do The Cosmopolitan Hotel, e. p., $1.50 up
Newport, R. I..Ocean House(W. F. Leland, Jr.)
do Aquidneck Hotel, ap, $2.50 up. (T. J. O'Neile.)
New York .....Fifth Avenue Hotel, ap. $5 up
do (5th Av. & 15th St.) Hotel Kensington,e.p.,$1.50
do (Chambers & W.B'y).Cosmopolitan Htl.,ep,$1up
do (M.Clune,Prop.) The Vanderbilt Hotel, ep,$1 up
Niagara Falls. The International. Ap.$3.50 up
1000 Ils. St.Lawrence.New Windsor,Clayton,N.Y
1000 Ils. (Murray Isle)The Murray Hill.Ap.$3 up
Patchogue, L.I.Pine Grove Hotel. Opens June 1
Philadelphia, Pa.The Aldine, ep.1.50;ap.3.50up
do Rest. a la carte. The Lafayette, e.p., $1 up
Plainfield, N. J..Mtn. Park Inn, $12 to $18 wk.
Point Pleasant, N.J.,Resort Hotel,$15 to $25wk
Quaker Hill, NY.The Mizzen Top.Opens June 18
Quebec, Can....Chateau Frontenac, ap, 3.50 up
Saranac Lake, N.Y.Algonquin Hotel, J.Harding
Saratoga Spgs, American-Adelphi. Ap, $2.50up
do ....United States Hotel. Open to Oct. 1
do Huestis House, op.to Nov.1(Send for bklt)
Scarboro B'ch, Me.Kirkwood Inn; ap. Op.Je 25
Schooley's Mtn.Sp, N.J.The Dorincourt.OpJe15
Sea Girt, N. J.The Tremont(Spe.Je.rates)Books.
Spg. Lake, N.J. **Palmer House**, moderate rates. Managed by J.R.Palmer,Lakewood. Books.
Spg. Lake Bch. N.J.MonmouthHse,ap3.50;books
St. Louis, Lindell Hotel, e.p, $1 up; a.p.,$2.50 up
Swampscott, Mass...Ocean House. (J. R. Mead)
Washington, D. C..Arlington Hotel, a. p., $5
do ....The Raleigh, e. p., $1.50 up
Watch Hill, R. I.Larkin Hse,Ap.$3 up.B'klets
do Atlantic House.Now Open,(C.W.Russell,Prp.)
White M'ts, Profile Hse. & Cottages. July to Oct
York Harbor, Me.Marshall Hse. (E.S.Marshall)

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DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 93d St. L. station and Central Park. Address S. E., Box 191 Times Office.

SURROGATE NOTICES.

MILLER, CHARLES A.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CHARLES A. MILLER, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of W. P. Knapp, No. 31 Nassau Street, in the Borough of Manhattan, City of New York, on or before the first day of November, 1898, next.—Dated New York, the 26th day of April, 1898. MARY E. MILLER, Executrix; W. P. KNAPP, Executor. W. P. KNAPP, Attorney for Executors, 31 Nassau Street, New York City. ap28 law6mTh

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NEW YORK SUPREME COURT, COUNTY OF New York.—JOHN BOYLE, plaintiff, against WILLIAM H. HOFFMANN and others, defendants:

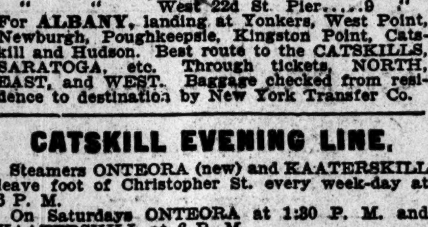
In pursuance of a judgment of foreclosure and sale, duly made and entered in the above entitled action, bearing date 20th day of June, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the Exchange Sales Rooms, now located at No. 111 Broadway, in the Borough of Manhattan, City of New York, on the 18th day of July, 1898, at 12 o'clock noon, on that day, by Louis Mesier, auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

"All that certain lot, piece, or parcel of land, situate, lying, and being in the Village of Unionport, Town of Westchester, County of Westchester, and State of New York, being the westerly one-half part or portion of lot number 86, as laid down on a certain map entitled 'Map of Unionport, Westchester County, N. Y.,' made by Bonnet and Savery, surveyors, dated Nov. 1st, 1852, and now on file in the office of the Register of Westchester County, and which said westerly half of lot 86, on said map, hereby intended to be conveyed, is fifty feet in width in front and rear, and one hundred and eight feet deep on both sides, be said dimensions more or less.

"Which said premises are a part of the territory affected by Chapter 934 of the Laws of 1895, entitled 'An act to annex to the City and County of New York territory lying within the incorporated Villages of Wakefield, Eastchester, and William's Bridge, the Town of Westchester, and portions of the Towns of Eastchester and Pelham,' and by said act became a part of the territory of the City and County of New York, and now is a part of the County of New York."—Dated New York, June 21st, 1898.

STEPHEN H. OLIN, Referee.

JOAB H. BANTON, Attorney for Plaintiff, 208 Broadway, New York City.



The approximate amount of the lien or charge to satisfy which the above described property is to be sold is $2,379.40, with interest thereon from 18th day of June, 1898, together with costs and allowances amounting to $194.77, together with the expenses of the sale.

There are no unpaid taxes or assessments against said premises to the knowledge of the parties, and if any should appear they will be allowed to the purchaser out of the purchase money or paid by the referee.—Dated New York, June 21st, 1898. STEPHEN H. OLIN, Referee.

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.

PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."

Finest and fastest river steamers in the world. Daily except Sunday.

Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier...8:40 "
" " West 22d St. Pier......9 "

For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.

Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.

On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.

Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect. Bicycles free. Horses and carriages taken. Descriptive folder mailed free.

Albany Evening Line.

The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

Hudson River Steamer Mary Powell. Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

RAMSDELL LINE FOR NEWBURGH, CALLING at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturday,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St., N.R., 3:30; Sundays, 9 A.M.; 132d St., N.R., 9:30.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R. Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday Excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight. Sundays, 9:30 A. M. and 12 midnight; week day steamers arrive in time for trains to Meriden, Hartford, Springfield, and points North.

TRAVELERS' GUIDE—SHIPPING.

FRENCH LINE.

COMPAGNIE GENERALE TRANSATLANTIQUE

DIRECT LINE TO HAVRE—PARIS (FRANCE).
Sailing every Saturday at 10 A. M.
From Pier No. 42 North River, foot Morton St.

La Touraine....July 9 | La Gascogne....July 30
La Bretagne....July 16 | La Bourgogne....Aug. 6
La Navarre....July 23 | La Bretagne....Aug. 13

Gen. Ag'cy for U.S.and Can.,3 Bowling Green,N.Y.

CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.

Etruria, July 9, 10 AM | Aurania, July 30, Noon
Campania, July 16, 3 PM | Lucania, Aug. 6, 9 AM
Umbria, July 23, 9 AM | Etruria, Aug. 13, 11 AM

VERNON H. BROWN & CO., Gen. Agents, 4 BOWLING GREEN, NEW YORK.

TRAVELERS' GUIDE—SHIPPING.

NORTH GERMAN LLOYD

FAST EXPRESS SERVICE.
SOUTHAMPTON, LONDON, BREMEN.

Lahn, Tu., July 12, 10AM | Lahn, Tu., Aug. 9, 10 AM
Trave, Tu., July 26, 10AM | Trave, Tu., Aug. 23, 10 AM
Saale, Tu., Aug. 2, 2 PM | K.Fr'drich, Aug. 30, 2 PM
Kaiser Wilhelm der Grosse, Tu., Aug. 16, 2 P. M.

TWIN SCREW PASSENGER SERVICE.
SOUTHAMPTON, LONDON, BREMEN.

Koenigin Luise........Thursday, July 7, 9 A. M.
Bremen................Thursday, July 14, Noon

GIBRALTAR, NAPLES, GENOA.

Kai.W.II., July 9, 10 AM | Aller......Aug. 6, 9 AM
Ems......July 23, 9 AM | Kai. W. II., Aug. 20, 8AM

OELRICHS & CO., 2 BOWLING GREEN.

HAMBURG-AMERICAN

TWIN SCREW EXPRESS LINE

DIRECT TO PARIS, LONDON, HAMBURG

F. Bism'ck, July 28, 9 AM | F. Bism'ck, Aug. 25, 9 AM
A. Victoria, Aug. 11, 9 AM | A. Victoria, Sept. 8, 9 AM

Twin Screw Service, N.Y.—Hamburg Direct

Pretoria, July 9, 9:30 AM | Phoenicia, July 30, 2 PM
Patria, July 16, 3:30P.M. | Pennsylvania, Au. 6, 9AM

HAMBURG-AMERICAN LINE, 37 Broadway, N.Y.

AMERICAN AND RED STAR LINES

*NEW YORK—QUEENSTOWN—SOUTHAMPTON
NEW YORK—SOUTHAMPTON—ANTWERP.

The steamers performing these services are either British or Belgian.

Every Wednesday and alternate Saturday at noon.

*Berlin........July 9 | *Chester........July 23
Kensington......July 13 | Friesland........July 27
Noordland.......July 20 | Southwark........Aug. 3

INTERNATIONAL NAVIGATION COMPANY, Piers 14 & 15 North River. Office, 6 Bowling Green.

ATLANTIC TRANSPORT LINE.

NEW YORK—LONDON.
ALL TWIN SCREW STEAMERS.

MOBILE	July 9
MASSACHUSETTS	July 16
MANITOBA	July 23
MINNEWASKA	July 30
MOHAWK	Aug. 6

ALL MODERN STEAMERS, FITTED WITH BILGE KEELS, WHICH PREVENT ROLLING. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

ANCHOR LINE.

GLASGOW VIA LONDONDERRY.
From Pier 54 N. R., foot West 24th St.

Furnessia, July 16, Noon | Anchoria, July 2, Noon
Ethiopia, July 23, Noon | Furnessia, Aug. 20, Noon

Cabin Passage, $50 and Upwards.
Second Cabin:
Furnessia, $37.50. Other steamers, $35.
Steerage Passage:
Furnessia, $24.50. Other Steamers, $23.50.

For new illustrated Book of Tours, etc., apply to HENDERSON BROTHERS, agts., 7 Bowling Green.

HOLLAND-AMERICA LINE

FOR ROTTERDAM AND AMSTERDAM, VIA BOULOGNE-SUR-MER.

S. S. Spaarndam, Saturday, July 9, 10 A. M.
S. S. Maasdam, Saturday, July 16, 10 A. M.

Moderate prices, great comfort, superior accommodations. Apply for handbook and terms to Gen. Pass. Agency, 39 Broadway, New York.

WHITE STAR LINE.

NEW YORK—QUEENSTOWN—LIVERPOOL.

Majestic, July 13, Noon | Britannic, Aug. 10, Noon
Germanic, July 20, Noon | Majestic, Aug. 17, Noon
Cymric, July 27, Noon | Germanic, Aug. 24, Noon
Teutonic, Aug. 3, Noon | Cymric, Aug. 30, Noon

Saloon rates, $65 and upwards, according to Steamer and accommodation selected; Second Cabin, $45.00 and upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00.

For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

DIRECT LONDON SERVICE.
Wilsons & Furness-Leyland Line, Ld.

Victoria..........July 16 | Alexandra........July 30
Boadicea.........July 28 | Winifreda........Aug. 6

New 10,000-ton modern steamers. Superior accommodation for saloon passengers. Elegant music. Smoking and dining saloons. SANDERSON & SON, Agents, 29 Broadway.

JAPAN-CHINA.

PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong:
Steamers leave San Francisco.

CITY RIO JANEIRO, via Honolulu	July 16
GAELIC, via Honolulu	July 26, 1 P. M.
DORIC, via Honolulu	Aug. 13, 1 P. M.
BELGIC, via Honolulu	Sept. 3, 1 P. M.
PERU, via Honolulu	Sept. 13, 1 P. M.

For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.

Delightful tours to Old Point Comfort, Norfolk, Newport News, Petesburg, Portsmouth, Pinner's Point, Richmond, Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M. and Saturday at 4 P. M. W. L. GUILLAUDEU, Vice Pres't & Traffic Mgr.

TRAVELERS' GUIDE—RAILROADS.

NEW YORK, ONTARIO & WESTERN RY.

Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)

7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska. Parlor Cars.

9:15 A. M.—Mountain Express to Liberty and intermediate stations. Lake Kiamesha and White Lake. Parlor cars.

1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, and White Lake. Parlor cars.

3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk, Minnewaska, Kiamesha, and White Lake. Parlor cars.

6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago, (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.

TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

TRAVELERS' GUIDE—RAILROADS.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

THE FOUR-TRACK TRUNK LINE.

9 HOURS TO NIAGARA FALLS.

All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.

Trains leave Grand Central Station, Fourth Avenue and 42d Street, as follows:

8.30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS, LIMITED. Fastest train in the world. Due Buffalo 4:45, Niagara Falls 5:32, Toronto 9 P. M. Detroit 11:10 P. M. Train is limited to its seating capacity.

8.33 A. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL SPECIAL, daily, except Sunday—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

8.45 A. M.—FAST MAIL—Daily, for Poughkeepsie, Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, and Cleveland.

9.40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday—For Catskill Mountains, Troy, Saratoga, Lake George, Green Mountains, and Montreal.

10.00 A. M.—NORTH SHORE LIMITED. Daily. 24-hour train to Chicago, via Michigan Central; due Buffalo 8:40, Niagara Falls 9:30 P. M., Chicago 9:00 A. M. Sleeping and Parlor cars only. Parlor car to Richfield Springs, except Sundays.

10.30 A. M.—DAY EXPRESS, except Sunday. For Buffalo and all important New York State points.

1.00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL, Daily—For Columbus, Cincinnati, Indianapolis, St. Louis, and Chicago.

3.30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Garrison, (West Point,) Poughkeepsie, Albany, Troy, and Saratoga.

5.00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Connects for Cincinnati, due 5:15 P. M., due Toledo 10:05 A. M., Chicago 4:00 P. M. Sleeping and parlor cars only.

6.00 P. M.—WESTERN EXPRESS, Daily—for Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.

6.25 P. M.—NORTHERN EXPRESS. Daily—for Troy, Plattsburg, Burlington, Montreal, and, except Saturday nights, for Ottawa.

7.40 P. M.—ADIRONDACK MOUNTAINS, THOUSAND ISLANDS, AND MONTREAL EXPRESS, daily—For Clayton, Adirondack Mountain Points, Malone, and Montreal, via Utica.

8.45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Rochester, Buffalo, Niagara Falls, Cleveland, Cincinnati, Indianapolis, and St. Louis.

9.00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for points on Fall Brook, via Lyons, and for Rochester and Buffalo.

9.15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Buffalo, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.

12.10 Night—MIDNIGHT EXPRESS. For Chicago, every night except Sunday nights. Sunday nights, Chicago sleepers leave at 9:15.

HARLEM DIVISION.

9:15 A. M. and **3:27** P. M.—Daily, except Sunday, to Pittsfield. Sundays only at **9:20** A. M.

Wagner Palace Cars on all through trains.

Trains illuminated with Pintsch Light.

Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. Station, and 138th St. Station, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.

Telephone "2790 Thirty-eighth Street" for New York Central Cab Service.

Baggage checked from hotel or residence by the Westcott Express Company.

EDGAR VAN ETTEN, General Superintendent. GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE R.R.

Trains leave W. 42d St. Station, N. Y., as follows and 15m. earlier from foot of Franklin St.:

A, **10:00** A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.

B, **11:35** A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.

1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.

1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.

C, **4:00** P. M. Daily, except Sunday, for Cranston, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskills, and Albany.

C, **4:00** P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.

6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.

6:30 P. M. Chicago and St. Louis Limited. Daily, for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.

8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.

A, B, C.—Leaves Brooklyn Annex A. 9:15 A. M. B. 10:45 A. M. C. 3:05 P. M. Jersey City P. R. R. Station. A. 9:40 A. M. B. 11:20 A. M. C. 3:35 P. M.

Time Table at principal hotels and offices.

C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN

Stations in New York foot of Barclay and Christopher Streets.

VESTIBULED TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.

8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.

10:00 A. M. (café car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars, Connecting at Buffalo with trains for Chicago and points West.

1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.

4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.

7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.

8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.

9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.

TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway; 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.

Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD.

Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:

9.00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.

9.15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.

2.00 P. M.—Vestibuled limited—Fast mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland and Cincinnati. Dining Car.

7.30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.

9.15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.

TICKETS, LOCAL TIME CARDS, AND PULLMAN ACCOMMODATIONS at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and West 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK AND LONG BRANCH RAILROAD.

SUMMER SCHEDULE.

All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.

TRAINS LEAVE NEW YORK AS FOLLOWS:

From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 8:15, 9:45 A. M., 5:15 P. M.

From Foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only,) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.

From South Ferry, Foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:30, 3:40, *4:40, 5:25, 6:10, 7:50 (Saturdays only) P. M. Sundays 8:55 A. M., 3:55 P. M.

From Foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, *3:20, 3:50, *4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.

Sunday trains do not stop at Ocean Grove and Asbury Park.

*Denotes express trains.

THE NEW YORK TIMES.

"All the News That's Fit to Print."

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.

STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.

☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.

7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.

8:50 A. M. FAST LINE.—Pittsburg and Cleveland.

9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.

1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.

5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.

7:40 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.

7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.

8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.

WASHINGTON AND THE SOUTH.

7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim.," all Parlor and Dining Cars.) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.

SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.

ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.

CHESAPEAKE & OHIO RAILWAY—4:50 P. M. daily.

FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.

ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train. Buffet Parlor Cars, Passenger Coach, and Combined Coach.

CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.

Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50, 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays, 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:50 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50, 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.

Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.

Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.

J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

Central Railroad of New Jersey

Anthracite coal used exclusively.
Four tracks. "Electro Pneumatic" Signals.
Stations in New York, foot of Liberty St., and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton,) P. M. Sundays, 4:30, (7:00 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.

For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10, (10:00, 11:30 to Reading,) A. M., 1:45, 4:30, 5:00, 5:45, (9:00 to Reading,) P. M., 12:15 night. Sundays, 4:30, (11:30 to Reading,) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.

ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.

For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15, (8:00 Saturdays only,) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.

For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.

For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.

For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.

SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.

For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30, 9:00, 11:00, A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.

For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.

FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.

Week days, 4:30, 8:00, 10:00, (11:30, Dining Car,) A. M., 1:30, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00, (11:30 Dining Car,) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.

BOATS LEAVE SOUTH FERRY, WHITEHALL ST.

Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.

Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323, Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.

Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.

*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.

***6:10, 6:20** A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.

***7:50, 8:20** A. M. daily for WILKESBARRE, SCRANTON, (week days,) ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.

***11:50, 12:00** noon daily, except Sunday,

"BLACK DIAMOND EXPRESS."

Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.

***12:50, 1:00** P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, (week days,) and coal branches. Chair car to Mauch Chunk.

***3:50, 4:10** P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.

***4:50, 5:20** P. M. daily, except Sunday, for EASTON and intermediate stations. Chair Car to Easton.

***4:50, 5:15** P. M. Sundays only for MAUCH CHUNK and intermediate stations.

***5:50, 6:10** P. M. daily, except Sunday, for EASTON and principal intermediate stations.

***6:50, 7:00** P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.

***7:40, 8:00** P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.

***8:20, 8:30** P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS and all points West. Pullman Sleeper to Chicago.

Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:30, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.

Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.

N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.

Leaves New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.

*Daily. †Except Sunday. §Sundays.

CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.

PITTSBURG, *4:30 A. M., †3:30 P. M., †1:45 P. M., *12:15 night, (4:30 A. M. trains from Liberty St. only.)

CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.

WASHINGTON, BALTIMORE, †7:55, *10:00, (Diner,) *11:30 A. M., (Diner,) †1:00 P. M., *1:45, (Diner,) †3:30, (Diner,) *4:55, (Diner,) *5:55 P. M., and *12:15 night. NORFOLK, 11:30 A. M.

NEW ORLEANS, *4:55 P. M., (through sleeper.)

All trains are illuminated with Pintsch Light.

Offices: 113, 172, 261, 434, 1,234 B'dway, 31 E. 14th St., 127 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

LARGE OUTPUT OF STAMPS

Several Millions Sold Yesterday at the Internal Revenue Offices in This City.

NEW TAX QUESTIONS RAISED

The Stamping of Wine Bottles—Exchange Bankers in Doubt—Stock Brokers' Licenses—Stamps in Custom House Business.

While long lines of stamp buyers passed slowly by the distributing windows of the internal revenue offices in this city yesterday, several large lots of the new tax stamps were supplied to corporations by special arrangement. The Internal Revenue Collectors have endeavored to make the distribution of their limited supply of stamps cover as wide a range as possible, and with that end in view they have taken pains to supply banks and other institutions, through which the stamps could be placed in the hands of individuals as speedily as possible.

Collector Charles H. Treat of the Second District distributed several million stamps yesterday, including 300,000 one-cent stamps to the Long Island Railroad, 200,000 one-cent stamps to the American Express Company, and some $3,000 and $5,000 lots to the different insurance companies. Collector Treat had a larger stock and greater variety of stamps on hand yesterday morning than on any previous day. He was able to supply all demands, with the exception of the one-and-a-quarter-cent, two-and-a-half and ten-cent proprietary stamps, and the $3 and $5 documentary stamps. The following inventory of stock was made just before the day's business began: Documentary stamps, one-cent, 1,668,300; two-cent, 3,358,000; three-cent, 385,600; four-cent, 455,200; five-cent, 1,207,400; twenty-five-cent, 509,800; fifty-cent, 406,800; one-dollar, 179,752; ten-dollar, 102,982. Proprietary, one-eighth-of-a-cent, 481,400; one-quarter, 266,000; three-eighths, 778,800; five-eighths, 37,200; one-cent, 580,600; one-and-a-quarter-cent, 85,000; two-cent, 716,800; four-cent, 494,000; five-cent, 288,000. A large proportion of these stamps were sold during the day, and the long line of buyers was kept moving more rapidly than on previous days. Collector Treat said: "We have been very grateful for the patience manifested by the thousands of applicants for stamps. I believe that the urgent needs of the manufacturers of proprietary articles have been relieved to a very great extent."

Special efforts were made yesterday by both Collectors Treat and Eldman to supply the wants of retail dealers in cigars and tobacco. Representations were made to the internal revenue officers by some of these dealers that their business was actually suffering because they could not procure the necessary stamps to affix to the goods on their shelves. Under the law retail cigar and tobacco dealers cannot lawfully sell a cigar or a paper of tobacco unless the proper tax stamp is affixed and canceled. Collector Treat was informed by letter two or three days ago that some of the poor tobacco and cigar dealers could not afford to spend a whole day standing in line for the purpose of getting the tax stamps. He therefore arranged to have them served as speedily as possible upon their making themselves known. To some of the bankers' clerks who demurred the Collector explained that where a man's bread and butter was actually involved he thought that the strong ought to be willing to give way to the weak.

The Stamping of Wine Bottles.

A question pertaining to the stamping of bottles of wine came up for consideration last Tuesday, and yesterday morning Collector Treat received a ruling on it from Washington. A large wholesale dealer, who does not bottle his own wine, asked whether it was necessary, when wine was sent to a regular bottler and he was paid for bottling it, to affix tax stamps upon each bottle before the caps and labels were put on. The dealer thought that he might be allowed to keep the wine thus bottled in bins, and put on the tax stamp at the same time that he capped and labeled the bottles after sale.

Commissioner Scott ruled that when wine is bottled it is regarded as having been bottled for sale, and the stamp must be affixed at the time of bottling, no matter how long the wine may be kept in bins or elsewhere for aging.

Word has reached the internal revenue offices that exchange bankers are still in a quandary as to how they shall meet the provisions of the war-tax law. In consequence of the feeling of uncertainty that prevails, business in exchange has diminished considerably, it is said, and the bankers will act with great caution until a clear and definite interpretation of this phase of the law can be obtained.

The distribution of the stock brokers' licenses, for which each broker must pay $50, has already begun in this city. Mr. M. J. Hess of Hertzfeld & Co., in Exchange Place, has undertaken to look after applications for licenses of this character. He has already filed the applications of a great many members of the New York Stock Exchange. The bankers' licenses, it is expected, will be ready for distribution within a few days. Collector Treat is arranging to place the enforcement of that provision of the law in the hands of a special deputy.

The Custom House Business.

Scarcity of stamps for Custom House documents has compelled the heads of some of the departments in the Custom House to open temporary and unofficial accounts with persons making entries and filing bonds. The law requires that each entry at a Custom House shall be taxed from 25 cents up to $1, according to the value of the entry. A large proportion of the entries made in the New York Custom House since July 1 have been made by men who presented themselves without the necessary tax stamps and who declared that they were unable to procure the said stamps. Under such circumstances the customs officers have accepted the entries, charged the cost of the necessary stamps to the person filing the documents, with the understanding that payment should be made within a few days. Only persons who are known to the customs officers are accommodated in this manner, but these accommodations have aggregated as high as $200 in one day.

In other respects the enforcement of the stamp tax has caused no trouble or delay in the transaction of Custom House business. It is expected that after awhile persons who have constant or frequent dealings with the Custom House will provide themselves with the required stamps, just as they are obliged to do when sending matter through the mails.

The sales of tax stamps at the Third District office, Fourth Avenue and Fourteenth Street, were very heavy yesterday, running well up into the millions. Several large corporations have been supplied by Collector Eidman in one-hundred-thousand lots.

DELINQUENT DRUGGISTS.

Some of the Retailers Have Failed to Obtain Tax Stamps.

Internal Revenue Collector Treat of the Second District has been investigating among the retail druggists, and he is satisfied that some of them are taking more time than is necessary to provide themselves with the necessary tax stamps to affix to perfumery, cosmetics, and proprietary preparations. On July 1 many retail druggists communicated with the Internal Revenue Bureau, and represented that if they were obliged to wait for supplies of Internal Revenue stamps before selling any taxable articles in stock, they would be obliged to partially suspend business. These retailers declared that they had applied for the necessary stamps and had been informed by the local Internal Revenue Collectors that the stamps they wanted had not been received from Washington.

In order to relieve the retail druggists from embarrassment and business losses the Commissioner of Internal Revenue ruled that they might make their sales without the stamps, providing they would keep a careful record of the articles sold and submit a sworn statement for a future settlement with the Government. This was designed as a temporary expedient, with the expectation that the druggists would supply themselves with tax stamps as speedily as possible. Collector Treat remarked yesterday that there was no reason now why the retail druggists should not come forward and get the stamps that they needed. He added:

> "I am afraid that some of these druggists are not making proper efforts to provide themselves with stamps. It is not the purpose of the Internal Revenue Bureau to permit them to evade the law. A Deputy Collector from this office will wait on them within a day or two, and call their attention to the provisions of the law. Ignorance in their case will not be bliss for any length of time. We do not wish to deal harshly with any business man in the enforcement of the stamp tax law, but if any deliberate attempts to defraud the Government are detected they will be punished summarily."

TAX ON EXPRESS RECEIPTS.

Work of the Merchants' Association to Force the Companies to Bear the Burden.

In response to a letter addressed by the Merchants' Association of New York to the Controller of the Treasury for a ruling on the position taken by the express companies in refusing to pay the war tax of 1 cent on each receipt, as provided in the War Revenue bill, which became operative July 1, a letter was received yesterday stating that the subject had been referred by the Controller to the Commissioner of Internal Revenue. On the same subject the Merchants' Association received a letter from N. B. Kelly, Freight Commissioner of the Trades League of the City of Philadelphia, in which that gentleman says:

> In the event of our joining with you in fighting this matter in the courts, what proportion of the expense would our organization have to bear? We would not be willing to enter into any arrangement without knowing definitely to what extent we would be responsible. If you can advise me as to this, I will take pleasure in presenting the same to our Committee on Law, who are in sympathy with your movement, and I think would be glad to aid you to the extent of any reasonable expenditure of money, or the services of our general counsel, ex-Governor of Pennsylvania Robert E. Pattison. It was our intention to secure a writ of mandamus against the express companies operating to and from this city; but before doing so we will await your reply, so as not to complicate matters.

To this letter the Merchants' Association replied, setting forth the facts fully, and suggesting that while the New York association was willing to bear the largest proportion of the expense, it was only fair that the other trade centres should join in and make some arrangement by which the balance not borne by the Merchants' Association of New York could be pro-rated in some way among those trade centres.

The Merchants' Association has also heard from the Rochester Chamber of Commerce through George Moss, who says: "A committee of this Chamber of Commerce instructed me to write that we indorse your action in the matter of the express revenue stamps, and agree to pay a fair pro rata of the expense of the same, provided the suit be pushed to a speedy decision."

This matter has excited a great deal of interest, and a large number of inquiries of all sorts have been received from merchants both in and out of New York City, while members of Congress and Senators have acknowledged the receipt of a circular letter which included a copy of the letter addressed to the Controller of the Treasury.

Referring to the contest with the express companies, William F. King, the President of the association, yesterday said:

> I notice by some of the interviews printed as coming from the officials of some of the express companies, that the latter do not intend to pay the war revenue stamp tax of 1 cent on each express receipt, notwithstanding the decision of the Internal Revenue Department, until they are forced to pay it by a decision of the courts. That decision is exactly what the Merchants' Association is after. We believe fully that it was the intention of Congress that this form of tax should be paid by the transportation companies and the common carriers. This theory of the consumer paying the tax is largely an exploded one. Take, for instance, articles costing 5, 10, 15, or 25 cents, entering largely into daily consumption. The tendency of the market is to cheapen and not increase the cost of merchandise to the consumer, and anybody who tried to increase that cost would have to go to the wall ultimately.
>
> The express business has undergone a great change in the last ten years. The railroads are making fast time between the different trade centres with their fast freight trains, the difference in time between fast freight and express between New York and Chicago now being only twenty-four hours, while the charges are but 75 cents per hundred for freight and $2.50 per hundred (minimum weight) for express packages. The express companies, through their officers, say that the rate of $2.50 per hundred to Chicago is ruinously low.
>
> According to the statement of the express companies they carry out of this city alone an average of 40,000 packages a day for each working day of the year, while the average weight of each package does not exceed three and one-half pounds. Yet, while their charge is $2.50 per 100 pounds minimum weight, their charge for a package of one pound weight is 25 cents; for two pounds, 30 cents; for three pounds, 45 cents; for four pounds, 50 cents, and so on; the express schedule of rates requiring that where the rate per 100 pounds is $2 or more, the charge shall be at pound rates of fifty pounds or over. The discrepancy in charges where the rate is $1 per 100 pounds is even greater.
>
> As the officials of the express companies themselves have admitted that the average weight of packages is only 3½ pounds, it can readily be seen that the number carried below that weight, and at the extremely higher proportionate charge is vastly in excess of the number of packages above that weight. So that the charge of $2.50 per 100 pounds minimum weight to Chicago is scarcely so important a factor in determining the receipts of express companies as would appear at first sight from the statements made by those companies.
>
> Had the Government intended the merchants to bear this tax the merchants would cheerfully have done so; but until the courts decide that it is so intended, the Merchants' Association will fight the stand taken by the express companies, even if it requires that the case shall be carried to the highest judicial authority in the land.
>
> Our counsel are to-day in consultation with the counsel of the express companies for the purpose of framing a basis of action which shall bring this whole subject for review as to the legal points involved before the courts without delay.

THE EXTRA TAX ON BEER.

Retail Dealers Disposed to Readjust Their "Pint" Trade at a Profit.

Although the Retail Liquor Dealers' Associations in this borough and in Brooklyn have passed resolutions declaring that they will not permit the brewers to add the extra tax of a dollar a barrel to the price of beer, no practical steps have been taken to resist the policy of the brewers. The members of the Brewers' Exchange have reiterated their determination to collect the additional internal revenue tax on beer from their customers, and Secretary Warner of the Exchange says that the brewers could not afford to recede from this attitude, even if they were disposed to do so on patriotic grounds. The brewers insist that it was the intention of the law that the added tax on beer and ale should be paid by the consumers.

There has been no trouble thus far about the collection of the brewers' bills, and the fact that the retail dealers generally have paid the increased price for beer is taken as an indication that there will be no organized fight against the brewers. Inquiry among several large retailers of beer discloses a disposition on their part to so adjust their measure trade as to distribute the additional tax among their customers in a manner that will be lightly felt. In most instances the retailers are averse to raising the price of "pints" for fear that they will drive away trade. They propose to save themselves from loss by being more exact in their measurements of "pints."

Heretofore a ten-cent "pint" of beer has been about what the customer's receptacle would hold, ranging from two to three quarts. Now it is proposed to keep the "pint" down to two quarts and let the price remain at 10 cents per "pint." On this basis most of the retail beer sellers are satisfied that they can make a profit. The officers of the Retail Liquor Dealers' Association are satisfied that they can accomplish nothing by the proposed conferences with the brewers.

STAMPS ON FOREIGN CHECKS.

Tax Liability of Checks Drawn Here but Payable Abroad.

Conflicting opinions exist regarding the stamping, under the war revenue law, of bank checks drawn in this country on funds in foreign financial institutions. Under the advice of counsel, the National City Bank has been affixing a two-cent stamp on checks drawn upon its funds in London. Vice President Hepburn said that such a policy was believed to be in accordance with the language and intent of the law. A check was held to be different from a bill of exchange or a letter of credit.

One of the largest foreign banking houses in the Wall Street district asked for a ruling from Washington on this question, and yesterday forenoon Internal Revenue Commissioner Scott telegraphed to Collector Treat as follows:

> Orders drawn in the United States, payable in foreign countries, though in the form of checks, are subject to a tax of 4 cents on each $100 or fraction thereof, under the fifth paragraph of Schedule A of the war revenue law.

The paragraph referred to embraces "bill of exchange (foreign) or letter of credit (including orders by telegraph or otherwise for the payment of money issued by express or other companies or any person or persons) drawn in, but payable out of, the United States."

The down-town bankers do not regard this paragraph of the stamp tax law as covering bank checks, and they are advised by eminent lawyers that the clause of the law applying to checks amply covers checks drawn in this country, but payable abroad.

Tax on Township Notes.

BLOOMFIELD, N. J., July 6—Chairman Stout of the Bloomfield Township Committee made public last night a decision of the United States internal revenue office relating to the application of the revenue tax to promissory notes issued by the township. The decision was to the effect that promissory notes were included among the certificates of municipal indebtedness that were exempt from taxation. The township, through the committee, had just offered a promissory note executed to the amount of $160,000, and counsel had given an opinion to the effect that as the new revenue law did not specify the exemption from tax of municipal promissory notes, the presumption was that the tax would apply.

Sale of Stamps in Jersey City.

Deputy Collector Farmer of Jersey City yesterday received a full supply of all kinds of war revenue stamps. He and his clerks were kept busy all day in supplying the demand for them.

You can make better food with

Royal Baking Powder

ABSOLUTELY PURE.

Lighter, sweeter, more palatable and wholesome.

BICYCLES AND THE SPEEDWAY.

W. F. Doll Arrested for Riding There to Make a Test Case—Horsemen's Objections.

A case interesting to all wheel riders and owners of thoroughbred horses came up before Magistrate Wentworth, in the Harlem Police Court, yesterday, involving the right of a bicyclist to make use of the Harlem River Speedway, which was thrown open to the public last Saturday afternoon.

William F. Doll, a manufacturing jeweler of 19 Maiden Lane, who resides at 459 West One Hundred and Fifty-fifth Street, was the first bicyclist arrested for violating the rules adopted by the Park Board for governing the use of the driveway. Lawson N. Fuller and other prominent owners and drivers of thoroughbreds have insisted that bicyclists should be barred from the speedway, as they have pretty much all the other roads both in and out of the city. The Park Board adopted the following rules:

> The use of the Speedway is restricted to light vehicles of the classes known as buggies, runabouts, surreys, &c., adapted to the speeding of light harness horses, seating not more than four persons and drawn by one or two horses.
>
> Pedestrians must not cross on the Speedway. Subways are provided for that purpose. Violation of these rules is punishable by a fine not to exceed $10.

When the Speedway was opened on Saturday Doll took a spin along it. He was told by the mounted policeman who saw him to get off. Doll maintained that he had a right on the Speedway. He insisted on staying there, and was arrested and taken to the West One Hundred and Fifty-second Street Station. Doll insisted to Capt. Krischner that he had a right on the roadway, and was discharged because he was thought to be ignorant of the rules. Yesterday Doll got on the Speedway again, and had wheeled but fifteen feet when he was stopped by Mounted Policeman Murphy, who ordered him off. Doll again refused, and was arrested.

When he was taken before Magistrate Wentworth, Doll cited Section 1 of Chapter 8 of the Revised Statutes of January, 1894, amending Chapter 102 of the Laws of 1893, providing for the laying out of a public driveway in the City of New York, which he maintained did not interdict bicycles on the Speedway. A long discussion then ensued between Doll and Magistrate Wentworth, the question being as to whether a bicycle was a vehicle or not. Doll maintained that a bicycle was a vehicle in the legal sense. The case went over until this morning, when Doll, at the Magistrate's request, will present his legal evidence.

Capt. Krischner, who was in court, told the Magistrate that he would like to have a speedy decision, as he anticipated a great deal of trouble from bicyclists. A large number of horse owners were in court and listened to the proceedings. They are determined to prevent bicyclists from using the Speedway.

PLATE-GLASS SITUATION.

Insurance Companies in Difficulty in Regard to the New Compact.

The conference of the plate-glass insurance men, which was to be held to-day for the purpose of working on the new compact, will probably be deferred on account of the difficulty experienced in securing the attendance of representatives of the outside companies. The attitude of the Central Accident of Pittsburg, and the Aetna, is doubtful while nothing is known of the intentions of the Frankfort Marine, Accident, and Plate-Glass Insurance Company, or of the Frankfort-American of New York, which has just been licensed. The Union Casualty and Surety Company of St. Louis, on the other hand, is ready and anxious to sign a new compact, provided it embraces the entire United States; and the Maryland Csualty Company has notified an officer of one of the board companies that it would be disposed to sign any agreement which included all the companies transacting business in the plate-glass insurance field.

The settlement of the Montgomery and Funkhouser trouble between the Fidelity and Casualty Company and the Lloyds Plate-Glass Insurance Company, which was expected to lead immediately to a better condition for the companies as to rates, commissions, and rebates, has failed temporarily to bring about the adoption of the new compact.

NOTES OF INSURANCE INTERESTS

W. H. Stratton, Assistant Manager of the Factory Insurance Association, has assumed the management of the association, pending the appointment of a successor to Charles G. Smith, who was recently elected Secretary of the German-American Insurance Company.

The stockholders of the Guardian Security, Trust and Deposit Company of Baltimore have decided to increase the working capital by selling $200,000 of stock, yet unissued.

The American Guaranty Indemnity Company of Denver, Col., organized to transact a mutual life and casualty insurance business, has been incorporated by F. B. Ambler, W. T. Branch, F. P. Kellogg, E. R. Axtell, R. E. Foote, E. H. Park, W. H. Kistler, W. H. Persno, A. H. Branch, R. S. Brannen, A. E. Hart, J. C. McCoy, W. G. Smith, C. M. Ford, G. F. Dunklee, and J. Jay Josin.

The Magdeburg Insurance Company of Germany sent into the United States Treasury yesterday a subscription for $250,000 worth of the war bonds. The Magdeburg of New York subscribed $50,000 of the issue.

Charles Sewall, United States manager of the Commercial Union Assurance Company of England, arrived on the Majestic yesterday. He went abroad to attend the annual meeting of the company.

E. Russell Purvis, the Philadelphia manager of the Union Mutual Life Insurance Company, has resigned.

THE SMACK ANGOLO FOUNDERS.

Went Down in Six Fathoms of Water, but Her Crew Escaped.

The fishing smack which sunk in six fathoms of water off the foot of West Twenty-seventh Street, Coney Island, late Tuesday night, is the Angolo of New York. None of the crew was drowned, as was at first reported. The yacht put out from New York on Tuesday afternoon for a day's fishing off Sandy Hook, with Michael Andre as Captain, and a crew of Italians. When off Norton's Point the boat was becalmed and the Captain weighed anchor, waiting for wind. Toward 10 o'clock, just as the yacht was ready to sail, a leak sprang in the stern and the vessel at once commenced to settle. The Captain ordered her beached, but when within 200 feet from shore she sunk. The Captain and her crew swam ashore.

At present the sloop is out of the way of navigation, and unless it is carried to sea by the heavy undercurrent it can be recovered. Capt. Andre says he will put a wrecking crew to work at it.

FLOATING HOSPITAL TRIP

Mothers, Sick Babies, and Children Have a Day's Outing.

OVER FOUR HUNDRED GUESTS

John P. Faure, Chairman of the St. John's Guild Committee, in Charge of the Affair.

The Floating Hospital of St. John's Guild yesterday made its first excursion of the season down the North River and bay to the Seaside Hospital of the Guild, with 446 mothers and sick babies and children aboard.

The first start was made from the foot of West Fifty-second Street at 8 o'clock in the morning, where ex-Commissioner of Charities John P. Faure, who is Chairman of the Floating Hospital Committee, appeared in a delightfully cool-looking yachting suit, and was accompanied by Mrs. Faure, Dr. Dillon Brown, Dr. David H. McAlpin, Jr., and William H. Wiley, Trustees of the league, and Mrs. E. Brice of New York, George Whittel of San Francisco, and Mr. and Mrs. J. W. Elseffer of Red Hook, N. Y., who had been invited to come along and see the mothers and babies treated and enjoy themselves.

Nearly a hundred women, carrying sickly infants in the arms, had already been waiting over half an hour on the pier, so as not to miss the chance of giving their dear ones an opportunity to have a day's outing on the water. Many of them carried one baby, some led one or two children besides the baby, and one Irish mother led three children besides her baby.

Before the mothers and children could get on board there was some examination to be gone through. There are 276 places in the city where mothers can get permits for a day's sail in the Floating Hospital or for a bed in the Seaside Hospital, but they must get tickets certifying that the children are not afflicted with contagious diseases.

On arriving at the piers of embarkation the children are examined by an Inspector of the Board of Health and the guild's physician, first by one and then by the other.

After these precautionary measures had been gone through with, the Floating Hospital went down to Thirty-fifth Street, where it was boarded by more mothers and babies, and then to the foot of West Tenth Street, where the last party was taken on board.

The Floating Hospital was towed by the tug Wendel Goodwin, and was piloted by John N. Hammond, who was obliged to reassure the mothers that there was no danger whatever from the floating mines.

Mr. Faure, although he has been associated with the guild for a score of years, is still as enthusiastic as ever. Every year he has been making some new improvements in the Floating Hospital, enlarging some ward, providing new kinds of cots, bathing machines with hot and cold water, and a dozen other things. The date of the first trip of the Floating Hospital was July 19, 1875. The total number of patients carried to 1897 was 742,550.

When the Floating Hospital arrived opposite the Seaside Hospital in the Staten Island shoal it weighed anchor, and the mothers and children went down into the hold for dinner—not a suffocating, dull-looking hold, but well ventilated and newly painted for the season. The meal consisted of Irish stew prepared by a clever Japanese cook. Some ate with excellent appetite, sharpened by the sea breeze, while others seemed to have lost all appetite and energy to eat and had to be coaxed by the mothers.

The sick destined for the Seaside Hospital were transferred in a launch, and most of the guests went ashore to take in the sights there.

The Floating Hospital remained at anchor until 4 o'clock in the afternoon and then steamed back for home. The volunteer staff of the hospital is as follows: Superintendent—L. D. Richards; Captain—William H. Cobb; Doctor—H. A. Bournonville-Macauley; Matron—Mrs. L. S. Chase; Assistant Matron—Mrs. Lucy Alsop Thomas; Chief Nurse—Miss Belle J. Walton.

The expenses of yesterday's excursion were $250, and were paid by William I. Walter. Six other trips, for which philanthropists have sent in checks, have been planned.

PECULIAR FIRE ENGINE BIDS.

Mr. Scannell Rejects Three Whose Figures Are the Same.

Bids were opened yesterday by Fire Commissioner Scannell for three fourth size fire engies. from the makers of the La France, Amoskeag, and America engines. Commissioner Scannell found that the bid of each firm was $8,750. He said that it was not only queer but remarkable.

"I will take the responsibility of throwing out all of these bids," he said. "There is something peculiar about this. Rather than see the city beaten by a combination, I will not accept any bids, and the city will make its own engines. There is a combination here, and it will not beat the city."

It has not yet been definitely decided what will be done in the matter.

Bids were opened for a new fire house at Broome and Elizabeth Streets, for Engine 55, which must move from Elm Street because of the widening of the street. The Collier-Weeks Company bid $24,094, which was the lowest.

Doesn't Want to Testify.

Judge Giegerich yesterday heard argument on the application of James Duane Livingston to be relieved from testifying before Commissioner Garvey in this city regarding his action against the People's Gas Light and Coke Company of Chicago. L. L. Delafield appeared for Mr. Livingston and stated that his client would not appear unless compelled to. Ex-Lieut. Gov. Sheehan appeared for the People's Gas Company, and insisted that Mr. Livingston be directed to appear before the Commissioner. Mr. Livingston's motives in bringing the suit were assailed by Mr. Sheehan. "This is not the first time," Mr. Sheehan said, among other things, "that the Chicago gas companies have been called upon to resist the attacks from Wall Street speculators and stock-jobbing schemers." Judge Giegerich reserved his decision.

Suit Against Leiter Discontinued.

The action brought in the Supreme Court by the firm of Otto E. Lohrke & Co., grain commission merchants in the Produce Exchange Building, against Joseph Leiter, the Chicago speculator, was discontinued yesterday by Justice Daly, in the Supreme Court, and the attachment granted against the property of Leiter in this city was vacated. The motion for dismissal was made by Parker & Aaron, the attorneys for Lohrke & Co., who sued to recover $793,925 for work done, money advanced, and obligations assumed by them for the defendant. The suit was brought on the day on which Leiter's collapse was announced.

Camden Officials in Contempt.

TRENTON, N. J., July 6.—In the main branch of the Supreme Court Justice Depu, presiding, to-day sentenced Mayor Cooper B. Hatch, City Clerk Kramer, and President of Council George K. Taylor, the reform officials of Camden, to each pay $200, together with costs, for their contempt in disregarding the writ of certiorari which the former City Clerk attempted to serve on the reformers on the opening night of the new Council. In delivering the opinion Justice Depue said that there was nothing whatever in the evidence to justify the action of the defendants. Ten days are allowed the officials in which to pay the fine and costs.

A suit of linen-crash plays many parts, and plays them equally well.

You can use the waistcoat—single or double-breasted, as your "fancy vest"; the trousers with a dark coat, say serge, as your outing suit; the coat as an office coat; or, if you want to be cool all over, use them all together.

Our kind is unshrinkable—herringbone or plain weave.

P. S. We have the serge coats—lined and unlined.

ROGERS, PEET & Co.

Prince and Broadway.
Warren and Broadway.
Thirty-second and Broadway.

SUMMER PLAYGROUNDS OPEN.

Children Swarm to the Recreation Spots of Twenty Schools.

The basements and playgrounds of twenty schools in the Borough of Manhattan were opened yesterday morning for the children of their neighborhoods for playgrounds, and if the popularity of the new Summer resorts of the children shown on the east side continues it is probable that five or six thousand children will take advantage of the cool places to play in.

On June 13 the School Board appropriated $15,000 for opening, equipping, and providing these places, with persons in charge, and last Wednesday the board prepared to open them. They will be kept open from 8 A. M. till 6 P. M. every week day from now on till Sept. 3.

It is the intention of the board to equip the playgrounds with simple apparatus for amusing the children and for rudimentary athletic exercises. There will be some plain sewing taught to the girls and probably some little instruction for the boys, but the work of the supervisors and teachers will be for the most part to keep the young people amused by directing them in games and exercises.

It was about all that the board could do yesterday morning to get the places opened. It will be some days before any apparatus will be provided, and there was a lack of instructors. It was thought that three persons in charge of each place would be enough, but more may be needed, and if the children crowd in as they did yesterday more schools will have to be opened.

All the east side schools were crowded at 9 o'clock and children had to be kept out because there were not teachers enough to control them. A policeman from a near-by precinct, with the help of the janitor, was busy instructing the boys in their duty of keeping the peace.

CONTROLLER COLER UNCERTAIN.

He Has Not Decided What Action to Take in Regard to the Bond Issue.

Controller Coler said yesterday that he had not decided what course he would take in regard to the twenty-three-million-dollar bond issue, which the Brooklyn Aldermen have refused to vote to sanction. He said he hoped the Brooklyn men would change their minds and withdraw their opposition.

In a statement the Controller gave out for publication on Tuesday he said that notwithstanding the fact that each of the various cities, counties, towns, &c., of the outside territory consolidated with the City of New York was itself within its limit of indebtedness, and the bonds therefore valid under any circumstances, yet the sum total of their obligations placed that territory twenty-three or twenty-four millions of dollars beyond its constitutional limit. This great addition of debt, he said, was the chief cause that brought the present city debt so far beyond its margin. The Legislature, he said, put this addition of debt in, and would have the power to take it out.

An amendment to Article VIII., Section 10, of the Constitution, which was voted upon in 1894 and put in under the general revision of the charter after the Constitutional Convention, says: "Whenever hereafter the boundaries of any city shall become the same as those of a county the power of the county to become indebted shall cease, but the debt of the county at that time existing shall not be included as a part of the city debt."

The Controller, when asked regarding the portion of his statement which is apparently at variance with this constitutional amendment, said he did not wish to talk on the matter for publication.

A Long Island Railroad Case.

The Board of Public Improvements at its meeting yesterday decided to give a hearing next Wednesday on the application of President Bowley of the Borough of Queens to have the Long Island Railroad Company's fence on First Street, between Vernon and West Avenues, Long Island City, removed, with some of the tracks upon which the railroad switches its trains and upon which it stores its Rockaway Beach trains. President Bowley claims that, although the railroad was given a right of way on the thirty feet nearest its station, it had usurped nearly the entire street and had built a fence to keep out the public.

To Cure Blood Poisoning.

At the meeting of the Health Board yesterday Commissioner William T. Jenkins recommended that the Health Department put on public sale its production of antistreptococcic serum, for the treatment of diseases caused by pus and blood-poisoning, and that a circular of instruction as to its use be printed and distributed. The serum has been manufactured by the Health Department for a year past, and furnished free to public institutions.

C. H. Galway Appointed Examiner.

Charles H. Galway of 1,838 Lexington Avenue has been appointed an Examiner in the office of the Commissioners of Accounts. He was sworn in by the Mayor yesterday.

TRIAL OF MRS. PLACE.

Her Husband Tells of the Crime and of His Wife's Hatred of Ida Place.

The story of the murder of Ida Mildred Place at 598 Hancock Street, Brooklyn, on Feb. 7 last was told yesterday in the Kings County Court on the trial of her stepmother, Martha Place, for the crime. Assistant District Attorney Maguire in his opening speech was the first to tell it. He told of the hatred borne by Mrs. Place for her pretty stepdaughter and of the three years in which the woman made the handsome home on Hancock Street a place of turmoil.

The first witnesses called were policemen and others who entered the house and found the girl dead and Place with his head cut open. Mr. Place then took the stand and told the story of the crime in a quiet, straightforward way. He told of his wife's violent gusts of passion and of her hatred for Ida. On cross-examination Robert Van Iderstine, the prisoner's counsel, elicited the fact that Ida was out of the house much of the time, but on the redirect examination Mr. Place explained, in a way that showed intense feeling, that Ida staid away because when in the house she did not have a moment's peace.

The defense will be insanity. The trial will go on to-day.

Teachers File a Protest.

The eighteen teachers of drawing in the public schools of the Boroughs of Manhattan and the Bronx, whose salaries have been reduced, yesterday presented a communication to the School Board for these two boroughs, protesting against the reduction and asking that their salaries be restored.

Stern Bros

direct attention

to their celebrated

Alexandre and Lupin

Kid and Suede

Gloves

in all styles and colors

Also

Driving, Cycling and Golfing Gloves

in Kid, Silk, Lisle Thread and Taffeta

West 23d St.

LEGAL NOTES.

RESPONSIBILITY OF SURETIES FOR GUARDIAN OF INFANT.—Charlotte D. Otto was awarded judgment on the trial, at Special Term, of her suit against Charles V. Riper and James S. Bryant, as sureties on a bond given upon the appointment of a general guardian for her, she being then an infant. This guardian, who received moneys belonging to her, subsequently became insolvent. He removed to New Jersey, and died there in February, 1896, intestate, leaving no estate or property either there or here, and no representative of his estate was appointed. To secure the defendants as bondsmen, plaintiff delivered to them a mortgage upon property in New York. The mortgaged premises were subsequently sold, and the proceeds, $2,450, were deposited in the American Loan and Trust Company, to the joint account of John Schelling, the guardian, and of the two sureties. This sum remained on deposit until April, 1891, when the trust company became insolvent, and the fund was wholly lost. The Court, on the trial, directed judgment in her favor for the amount of the loss to her estate by the breach of duty of her guardian, and that judgment has been affirmed by the First Appellate Division, which held, in an opinion by Justice Ingraham, that if the deposit had been made in the name of the guardian, for the benefit of the infant, the sureties would have been absolved from liability, but the money having been deposited in the joint individual names of the guardian and sureties, and not as property of the infant held by the guardian, it was not such an investment of the money as relieved the guardian from the effect of the loss. An accounting being, under the circumstances, impossible, a court of equity had power to determine the liability of the guardian, and in the same action enforce the obligation of the sureties upon the bond.

⁂

ASSUMPTION OF MORTGAGE.—A judgment was recovered by James Blass and Anna B. Fuller, as executrix, in the Supreme Court in Buffalo, in their suit against Georgiana P. S. Perry and Sarah L. Schofield, for a deficiency of principal and interest upon the sale of lands in Ohio, under mortgage foreclosure, half of which mortgage had been assumed by the defendants as grantees in a deed of an undivided one-half of the mortgaged premises. An affirmance by the late General Term of the Fifth Department has been reversed by the Court of Appeals, in an opinion by Judge O'Brien, which is concurred in by Chief Judge Parker and Judges Gray, Haight, and Martin. Judge Vann concurred with Judge Bartlett, who gave a dissenting opinion. The Court held that the mere presence in the deed of a clause stating that the grantees assumed and agreed to pay an outstanding mortgage on the premises did not establish a personal promise or obligation on the part of the grantees to pay the debt of a third party, in the absence of proof that they actually accepted the deed with knowledge of the assumption clause, or at least under such circumstances that they were bound to know its purport and legal effect; and that the holder of the mortgage must prove something more than the mere fact that the deed was deposited in the recording office at some time by some one. When, as in this case, a grantee in such deed was a married woman, proof that her husband negotiated the purchase and took the deed in her name, she furnishing the purchase money, was not enough to render her personally liable, in the absence of proof that she ever saw the deed or knew its contents, or intended to enter into any obligation to assume the mortgage, or that her husband had authority to so bind her. The Court held that the rule which attributes to an agent the authority which he appears to have has no application to an action against his principal by parties who did not act upon or part with anything on the faith of any apparent authority.

⁂

A REFEREE HAVING RELATIONS WITH ONE OF THE PARTIES.—After a suit brought by Malcho Fortunato against the Mayor and others had been once tried and the judgment had been reversed by the Court of Appeals, an order was entered, by consent of all the parties, referring the issues to a referee, who was agreed upon. These issues related to a claim made by the administrators of a Mr. Dawson against the city to recover $5,840; and there were other issues between Patten and others, as executors, and the Twelfth Ward Bank, arising out of an assignment made by Dawson. The question of the right of the Dawson estate to recover was, on the former trial, decided affirmatively, but that decision was set aside so far as to allow a rehearing, which was to take place before the former referee. That referee having died, another referee was appointed by consent, who, about eight months ago, reported in favor of the Patten estate as against the Twelfth Ward Bank, and decided that the Dawson estate was not entitled to recover for the extra work for which the claim of $5,840 was made. After judgment had been entered on the report, a motion was made to set it aside and to annul the order appointing the referee, it having come to the knowledge of the defeated party that at the time the referee was appointed he was acting as counsel for the city in several important litigations, pending in court and before commissions, and that he had been paid by the city for services, under special retainers, which continued during the period of the trial of this action before him, sums exceeding $25,000. The attorney of the Dawson estate declared that he first became aware of this fact after judgment had been entered. The First Appellate Division has reversed the decision below, refusing to set aside the referee's report. Justice Ingraham, giving the opinion, said, among other things: "The question, however, that we are to determine is not whether this relation existing between this referee and the city had influenced his decision, but whether it was such a relation as, under the circumstances, would justify a person in questioning the fairness of the decision. It seems to me clear that the relation existing between the referee and these defendants was such that the fairness of his decision upon the question submitted to him might justly be questioned by a party to the litigation. The fact that the referee is a man of high character and unquestioned integrity should not be allowed to influence the determination of that question, for it is essential to the administration of justice that even the appearance of evil should be avoided. And where a man who accepts the position of referee has such relations with one of the parties to the litigation as to make it improper that he should decide the questions submitted to him, his character is not at all material; and the Court will enforce that rule against the man of high character as well as against one whose character is not so good." The Court has directed the case to be tried before a new referee.

Board of Classification.

In the matter of the protest of the American Trading Company, the Board of Classification of the United States General Appraisers has sustained the company's claim that stencil paper was dutiable at 20 per cent. under Paragraph 310, and that printing paper suitable only for books was dutiable at 15 per cent. under Paragraph 306 of the Tariff act of 1894. The board was engaged yesterday in hearing cases involving questions of duties on wool and hair.

East River Bridge Commissioners.

The suit brought by the old East River Bridge Commissioners to have themselves reinstated and the places of Mayor Van Wyck's Commissioners declared vacant was argued yesterday on appeal in the Appellate Division of the Supreme Court, in Brooklyn. The present Commissioners are the appellants, the lower court having decided in favor of the old board. The arguments advanced were practically the same as at the trial of the case. Briefs were submitted.

O'Neill's

Sixth Ave., 20th to 21st St.

The Time

for bargains is on! Keep your eye on this column each day and you'll find very unusual happenings. This "July Limited" is due at "Stock Taking" the 31st day of July, and there's an immense amount of ground to be traversed before then.

Sailor Hats

again. The Untrimmed Hat Department on the ground floor was inspected yesterday, and later the engineer received his orders.

They were:

Proceed this morning to maintain the prices of last week, but with qualities of the better lines—and keep the selling up till every hat is gone.

All our Senet Braid Sailors—good, better and best kinds, go at 95c. and . . . . 48c.

All our Fine Split Straws—are variously thrown on the tables at from $3.50 to . . . . . . 75c.

All our new shaped Felt Hats—no matter what the quality may be—two prices for a choice, $1.75 to 85c.

Women's Suits.

It is not an exaggerated statement when we say that never before would your money buy such suits at such prices as now.

The time is on for Bargains!—and here they are:—

You May Have

Linen Suits, with blazer coat, some have revers of corded combination colors, and bands around the skirts, others are piped in combination colors, at $6.75

You May Have

Suits of Holland Linen, the new shaped Eton Jacket, with collar revers and sleeves, trimmed in combination colored applique; the skirt is the new shape, trimmed applique to match jacket; entirely men tailored, at . . $9.98

You May Have

Reefer Suits of white Pique, the kind that everybody is wanting, at $12.00

You May Have

Lawn Suits at the little prices we've put on them, from . $4.98 upwards.

Enough for to-day. Come!!!

H. O'NEILL & CO.

AMUSEMENTS.

Manhattan Beach.
Swept by Ocean Breezes.
Victor Herbert's 22d Reg't Band Daily 3:30, 7. Sunday 3:30, 8.
Admission (except Saturdays and Sundays) 10c. & 25c. Saturdays and Sundays, 25 cts. & 50 cts.
Pain's Manila & Fireworks Evg., except Sun. & Mon., 8 P.M.
De Wolf Hopper in El Capitan, Excep. Sun. 9 P.M. Sat. Mat. 4 P.M.
NEXT WEEK Hopper in Wang.
PAIN'S PATRIOTIC PYROTECHNICS, Postponed from July 4, To-night.

THE COOL CASINO! Theatre & Roof. Adm. 50c. Only theatre open! Only Broadway Roof!
In THEATRE TO-NIGHT! 2d Wk of Re-engagement! Louis Mann! Clara Lipman! THE TELEPHONE GIRL!
On Roof To-Ngt! 3d Great Week! RICE'S Summer Ngts!
July 18—New Xtrvgnza. "Yankee Doodle Dandy."

POPS MADISON SQUARE ROOF GARDEN. EVENINGS AT 8:15. ADM., 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights concert in Amphitheatre.

LENOX LYCEUM. 59th St. & Mad. Av. Rudolph Aronson, Mgr.
LAST NIGHTS. Unprecedented Success Lieut. Dan Godfrey's British Guards Band.
Reserved seats, $1; boxes, $6; adm., 50c.

WORLD IN WAX EDEN MUSEE NEW WAR GROUPS
Orchestral Concerts. CINEMATOGRAPH

KEITH'S CONTINUOUS PERFORMANCE. 25c., 50c., Noon to 11 P. M.
Edwin Milton Royle and Selina Fetter, Papinta, Biograph, Sidmans, Clifford & Huth, and a Great Bill.

Koster & Bial's. Adm. 50c
MUSIC HALL. Burlesque. COOK'S TOUR.
Roof Garden—Vaudeville—Rogers Bros. & others.

Baseball, Polo Grounds, To-day, 4 P.M.
Brooklyn vs. New York. Admission, 50c.

THE TURF.

BRIGHTON RACES Daily at 2:30 P. M.
Take any Coney Island route.
Rain or Shine. Concert by Lander.

COLONIAL DAMES OF AMERICA.

The Association Sues for an Infringement Upon Its Name.

The Colonial Dames of America have begun suit to restrain both the National Society of Colonial Dames and the Colonial Dames of New York from using their name. The case came up in Supreme Court, Special Term, before Justice Giegerich, yesterday.

The Colonial Dames of America claim to have been incorporated in April, 1891, the organizers being Elizabeth Duer King, Elizabeth Coraline Gardiner, Emily N. Trevor, Mary King Van Rensselaer, Sarah Alden Derby, and others.

Of the rival associations it is said that they were not organized until 1893, two years later than the plaintiff's association. The defendants claim in their answer that the words "Colonial Dames" are merely descriptive, and are not copyrighted, and that they have a perfect right to use them. Justice Giegerich reserved his decision as to the time when the case shall come up for trial, the proceedings yesterday being merely preliminary.

Policeman O'Brien Suspended.

Policeman James J. O'Brien of the Mercer Street Station was yesterday suspended from duty pending an investigation of the charge of assault and battery brought against him by Michael Carannos, a push-cart peddler. The peddler says the policeman knocked him down and beat him. The case will be tried before Magistrate Mott in Jefferson Market Court to-morrow. O'Brien was appointed during the Roosevelt régime. He gained considerable notoriety a few years ago, when he was a hotel porter in Washington, by eloping, it was alleged, with a niece of a former Admiral of the [illegible].